

Fileeungs of Public Companies.

1906 R. L. LEVANS.—At a meeting, on Sept. 6, the accounts showed a debit balance of 1223.28.54. A call of 7s. per share was made. Capts. James Bennetts and Henry Eddy say—"The mine is in a good state of working, both underground and at surface, and the operations can be carried on at the cheap rate."

29, per fathom;—South Lolo: The 90 to drive east of flat rod shaft, by two men, at 87, per fathom; lode worth 67, per fathom. The slope in the back of this level, by two men, at 34, 61, per ton; lode worth for tin and copper 107, per fathom. The slope in the back of the level of 60 to drive east of flat rod shaft, by two men, at 34, 61, per ton; lode worth 67, per fathom. The 60 to drive east of flat rod shaft, by six men, at 27, 158, per fathom; the lode presents a kindly appearance, and is worth 207, per fathom for copper ore.—Sump Tin Lolo: The 90 to drive east of cross cut, on North Bassed lode, by two men, at 107, per fathom; lode worth for copper ore 67, and for tin 57, per fathom. This level to drive west of cross-cut, by four men, at 17, per fathom; lode: the 100 to drive for tin and copper 87, per fathom; lode worth 107, per fathom. The 80, east of rise, by two men, at 34, 61, per ton; the lode worth 87, per fathom. The 70, west of rise, by two men, at 107, per fathom; lode worth 87, per fathom. The 50, east of rise, by four men, at 57, 108, per fathom; the lode is worth 29, per fathom. Our tribute pitches were set a month ago for two months.

110 feet wide, worth 12¢ per fathom. The lode in No. 1 slope is 110 east, is 15 in. wide, worth 13¢ per fathom, and the lode in No. 2 slope is 110 wide, worth 16¢ per fathom; during the past quarter we have had a good run off in this level, which made a serious difference in our returns for the past few weeks. The stopes in the bottom of the 100 fm. level we have set on tribute lode in the 90, driving west of the engine shaft, is split into branches, but from

VIENNA EXHIBITION.—Messrs. Atkins and Co., engineers, 62, Fleet street, have received the medal of merit for their cistern filters for household and barracks use, and for the camp filter cart supplied to Her Majesty's Indian Government.

West Bassett, 8 to 9; West Cliverton, 6 to 7½; West Frances, 2 to 3; West Jewell preference, 1-16th to 3-16ths prem.; West Mackinac, 1 to 1½; West Porteus, 7s. 6d. to 10s.; West Seton, 42½ to 45; West Tankerville, 3½ to 3¾; Wheel Argus, 14 to 14½; Wheel Crebhor, 3½ to 4; Wheel Kitty (St. Agnes), 11½ to 12; Wheel Seton, 35 to 40; Wheel West, 22 to 3½. West Pant-y-Go, 5s. to 6s.; the prospects here are said to be very good, and the shares have all been taken up. West Rosewarne, 1 to 1½; the lode in Bickford's shaft continues westward.

The sale of tin for the month is nearly 4 tons, realising 279l. 3s. 6d. which we understand, nearly pays cost, and as the communication through the winze to the 10 will be complete in a few days, the returns may be materially increased. Tankerville, 1½ to 2½; the mine of lead for the fortnight (75 tons) realised 15l. 5s. 6d. per ton. Tankerville, 2 to 2½; and the mine looking better. Castle-an-Brookhoe Valley, 2 to 2½; Tyllywyl, 1 to 1½; St. Agnes Consols, 4½ to 5. Van Consols, 4½ to 5½; the lode in the 60 east is valued altogether at 80l. per fathom. No. 3 winze, from the 45, which is 7½ fathoms in advance of the 60 fm. level end, is worth 100l. per fathom. The 45 east has improved. New West Van, 1½ to 2; the main lode at 45 has been cut into 5 ft., with fine bunches of ore; the lode appears to be very wide, and the agent expects it to be very productive when cut through.

Foreign mines have been rather quiet. Chontales, 10s. to 15s.; Eberhardt and Aurora, 3½ to 4½; Emma, 3½ to 4½; Flagstaff, 4½ to 5½; New Quebrada, 3½ to 4½; Panulillo, 3 to 4½; Richmond, 6½ to 7½; San Pedro, 2½ to 3½; Sweetland Creek, 5 to 5½.

The Market for Mine Shares on the Stock Exchange during the week has been chiefly engaged in the arrangement of the fortnightly settlement, which was begun on Wednesday and completed yesterday. As a whole, the "account" was not large, although, perhaps, fully equal to those usual during the holiday season. The "making up" showed that in the case of Flagstaff and Last Chance there is still a large "bear" account open, while in Eberhardt, Emma, and Teocoma comparatively heavy "contangos" were charged, developing the fact that a large over-bought account is running, or that holders have been selling largely. The most prominent exception of the week is the demand for Richmond shares, which show an important advance. In Home Mines there has been no feature worthy of special notice.

The Metal Market continues to maintain the improvement noticed last week, and some metals have advanced in value. Copper closes at the advanced quotations for foreign, while English is in good demand. Tin has been comparatively dull, foreign difficult of sale, the relative cheapness of English still interfering with its consumption. Tin-plates in moderate demand, but without improvement. Spelter firm, but latterly not so much doing. Lead firm at quotations. Richmond Consols shares have been in considerable demand, and close 6½ to 7½. The week's run amounts to \$18,000, and the third furnace has commenced running, which enables the company to save the heavy expenses of hiring. By the official circular just issued it appears that the whole of the legal expenses and purchase-money of the Look Out location have been paid, and that 20,000l. should be sent to this country by Oct. 1 for the purpose of paying dividends. According to the weekly cables this sum is irrespective of about an equal amount in value of bullion on its way to be refined and realised. The Lizette tunnel, which is now completed, not only lessens the cost of raising and hauling the ore, but enables a much larger quantity to be extracted. The adjacent mining claim, known as the "Silver Region"—into which the Richmond lode has been traced beyond the Look Out boundary—has been obtained; the company is now, therefore, in undisputed possession of the Look Out location, the "Silver Region" location, and the Tip Top Mines. All paid for, in addition to the original Richmond property, and every possible step has been taken to secure the whole of the company's properties from any future attacks or claims. The directors firmly believe from the reports they have received from Mr. Clarence King, and also from their representative at the mine, that the company are in possession of the most valuable mining property on the Pacific Coast, and that, notwithstanding the heavy expense, losses, and delay to which they have been subjected, the extent and value of the company's property have been enormously increased. There at the present time four times the quantity of ore in sight than was originally stated, and more than four times the net returns; and these results have been obtained with an increase in the capital from 50,000l. Eberhardt and Aurora, 4 to 4½; the profit during August was \$7,269, the expenditure of \$13,400 on the new mill being charged to capital account. The reduced assay value is owing to the richer ore being "damped" ready for the treatment by the company's mill, which will start on Oct. 15, that treated during August being the first extracted from the Peerless Chamber. South Aurora, 4 to 4½; it is understood that the last month's run of the Richmond Mill on Eberhardt ore has been highly satisfactory. Flagstaff shares have been moderately steady, and close 4½ to 4¾; the week's run was 63,000l.; it is difficult to understand to what purpose the money is appropriated, seeing that for some months past the product has ranged from 4000l. to 8000l. per week. The last week's balance-sheet showed a profit of more than 60 per cent. on the value of the gross output; taking it at 50 per cent., the company could be out of debt and in considerable funds. It is understood that when Captain Forbes, R.N., arrived at the mines there was a floating debt of 30,000l.; even this should have been long since obliterated, and the company in receipt of considerable sums of money. There have been for some time past conflicting rumours with regard to the stability of the mine, but one fact is beyond cavil—that no time can be so impoverished as some would have us believe that as keep up steadily such large returns as have been yielded during the last few months. Naturally, shareholders become irate when they see their shares depreciated in market value; but from all the friends obtainable from sources which should be well informed, the mine itself has never been in so good a position as at the present time, and those largely interested have made great personal sacrifices in order to protect the shareholders. Now that the directors have changed the mode of paying the dividends it is to be hoped, at the interest of shareholders, that dividends will not be resumed until a respectable balance can be carried forward to a reserve dividend fund. Last Chance, 2½ to 3½; last week's run was 21,000l.; the mines are running satisfactorily. It is found that by mixing 5 per cent. of Last Chance with the Flagstaff ore they flux and work well together. Private advices state that water has been struck in the shaft, and that the works may be retarded until the water of the mine has been drained; still there is ore enough ore the water-level to meet all requirements for some time to come. Teocoma, 2½ to 2¾; there is yet a dearth of news from the mine. It is clear that the company, as well as others most interested in the property, are quite as much in the dark as the outside shareholders. If managers expect to retain the confidence heretofore reposed in them, information must be communicated to those who are provided the capital to develop the mines. The shares continue to be largely dealt in.

Emma shares have not fluctuated much during the week, the highest price having been 3½ to 3¾, and close 3½ to 3¾. Private advices affirm that the mine continues to steadily improve; the mine is reported to be 20 ft. wide from wall to wall, containing four distinct streaks of ore aggregating nearly 6 ft., yielding 90,000, and 400 tons of silver per ton. A private correspondent states that "a man who has just been all over the mine tells me it is rapidly and considerably improving."

Cape Copper, 2½ to 2¾; a dividend of 20s. per share has been declared. Rio Tinto, 2 to 2½; 30 tons of precipitate have been sold 15s. 6d. per unit. The superintendent at the mines advises the forwarding of 180 tons precipitate, averaging 80 per cent. Great Vor, 3½ to 4. The report of the quarterly meeting will be sent in another column. The liabilities are always, we are glad to say, brought up by this company to the day of the meeting, and it will be a reference to the committee's report that the pay, which was not until the day after the meeting, was provided for, whilst no credit was taken for about 3 tons of tin actually raised, if not sold. If this had principle was followed a little more closely by those who have the management of mines in Cornwall, we feel sure there would be more confidence placed in mining by the stout shareholders. The agents, in their report, refer to the ground west of Eberhardt as opening out equal to their expectations. The lode in the 164 and 174 ends worth about 10l. to 15l. per fathom, and improving as they drive on the cross-course; and, looking at the large extent of undeveloped ground in this direction, the prospects for a good mine are very favorable indeed. East Lovell, 1½ to 1¾.

Van, 3½ to 3¾; no change to report. East Van, 3½ to 4; Van Consols, 4½ to 5½; the lode in the winze under the 45 is worth 110l. per fathom, and in the 60 end 80l. The property is daily increasing in value. Assheton, 3½ to 4; the lode maintains its value. Tankerville, 1½ to 2½; West Tankerville, 3½ to 3¾. Pennerley, 2 to 2½; the rise in back of the 130, east of shaft, is worth 3 tons of lead ore per fathom, and the winze below 2 tons per fathom. The 120 east is worth 1 ton, and likely to improve. The 70 east, on Warm Water lode, has improved. The lode in the 60 east is producing a little lead, and the winze below is improving, at present worth 1 ton per fathom. At Potter's Pit the sinking to the 55 will be completed in a few days. The lode in the rise in back of the 45, and the winze below the 25, as well as the lode in the 25, are each worth 1 ton of lead ore per fathom. The stopes throughout the mine are yielding a good quantity of lead. Bog, 1½ to 2; the water is now 11 fathoms below the 148. The pitches at this level are turning out well, and the tributaries earning good wages. The water will be in fork to the next level in about another week, when it is believed a good course of ore will be met with. Perkins Beach, 3½ to 4; the south-west breast has a good hanging wall, with a small leader of ore. They will have about 10 tons of lead for sale this month. West Esqair Lie, 3½ to 4; with the exception of a little delay in the surface works, caused by the recent heavy falls of rain, everything here is progressing in a very satisfactory manner; and, judging from the reports, there is no doubt the mine will prove a great success.

Subjoined are the closing quotations:—
Assheton, 3½ to 3¾; Bog, 1½ to 2; Carn Brea, 97½ to 102½; Cook's Kitchen, 16 to 17; Devon Great Consols, 1½ to 2; Dolcoath, 51 to 52; East Caradon, 1½ to 1¾; East Wheel Lovell, 1½ to 1¾; East Van, 3½ to 4; Great Laxey, 1½ to 1¾; Great West Van, 1 to 1½; Great Wheel Vor, 3 to 4; Houghton Down Consols, 3 to 3½; Marke Valley, ½ to 1; North Tredagh Wood, 1½ to 1¾; Pennerley, 2 to 2½; Roman Grave, 19 to 20; South Carn Brea, 3½ to 3¾; South Frances, 7 to 8; Tankerville, 1½ to 1¾; Tincroft, 45 to 48; Van, 38 to 40; Van Consols, 4½ to 5; West Cliverton, 6 to 6½; West Esqair Lie, 3½ to 4; Wheel Crebor, 3½ to 3¾; West Tankerville, 3½ to 3¾; West Tolgus, 35 to 37; West Seton, 40 to 45; Wheel Seton, 35 to 40; Almaden, ½ to 1; Birdseye Creek, 2½ to 2¾; Cedar Creek, 1½ to 2; Cape Copper, 2½ to 2¾; Chontales, 10s. to 15s.; Colorado Terrible, 3½ to 3¾; Don Pedro, ¼ to ½ dis.; Eberhardt and Aurora, 4 to 4½; Emma, 3½ to 3¾; Flagstaff, 4½ to 5½; Last Chance, 2½ to 3½; Malpas, 16s. 10d. to 18s.; New Quebrada, 3½ to 4½; Port Phillip, 13s. 10d. to 15s. 10d.; Richmond Consols, 6½ to 7½; Rica, ¼ to ½; Sierra Buttes, 3½ to 3¾; San Pedro, 2½ to 3; St. John del Rey, 15s. to 16s. (stock); Sweetland Creek, 5½ to 5¾; Teocoma, 2½ to 2¾; Utah, 1½ to 2; United Mexican, 2½ to 2¾.

The First Mortgage Bonds of the New York, Boston, and Montreal Railway Company are ½ dis. to ½ prem. Atlantic and Great Western Railroad Leased Lines Rental Trust Bonds are 90¼ to 90½, ex coupon; and the new issue, 85½ to 86, ex coupon. Atlantic and Great Western Third Mortgage, 33¼ to 34¼; preference stock, 12½ to 13½; and the common stock, 11½ to 12½. United States Rolling Stock is 22½ to 23¼. Erie Consolidated Seven per Cent. Bonds are 95¼ to 96. The Convertible Bonds of the Erie Railway Company are 78¼ to 79¼, ex coupon. Biscoffsheim's Certificates for Erie Shares are 47½ to 48, ex div.

Notice has been given that the subscription list of the Whitwick Colliery Company (Leicester) closes on Tuesday next.

Mr. W. C. Quilley is inviting subscriptions for 1000 EIGHT PER CENT. FIRST MORTGAGE GOLD BONDS of \$500 each (payable to bearer, but which can be registered in the company's books at the option of the holders) of the ARKANSAS CENTRAL RAILWAY COMPANY, being the balance of a total issue of \$1,200,000. The issue price is 90l. per \$500 bond, which, taking into consideration the discount on pre-payment in full, and the interest accrued since July 1, will yield upwards of 8 per cent. per annum to the investor. The line is 140 miles long, extending from Helena City, a place of great commercial importance, to Little Rock, the capital of the State, and has two branches—one to Pine Bluff, 30 miles; and another to Clarendon, 11 miles. The entire length of the line, including sidings, is 150 miles, 64 of which are in successful operation, and the remainder is graded, bridged, tied, and ready for the iron rails, which are being laid. The line affords the only means of communication between the three largest cities of the State, and secures to the whole interior an outlet for its products to the Mississippi River at all seasons of the year. It is a most important, connected with the Little Rock and Fort Smith, the New Orleans and Cairo, and the Helena and Corinth Railways, which the first is wholly, and the three latter partially, open for traffic. The position of the Arkansas Central Line, already completed, is well constructed, and in good condition, and its rolling stock is sufficient for its operations, and of an excellent character. The station-houses and structures of a kindred character are well built and ornamental in their appearance, and the system of management and operation of the road would seem to indicate that all proper means are taken to foster the interest of the communities along the line, and thereby increase the earnings. The company's capital is \$2,500,000, of which three-fifths have been subscribed for and fully paid up. The mortgage deed of trust provides that the money received from sales of surplus land shall be paid to the Union Trust Company, and forming a sinking fund for the redemption of the bonds augmented, if necessary, by annual payments (commencing Jan. 1, 1875) out of the earnings of the line. All amounts received by the Union Trust Company are to be invested by them in outstanding bonds of this company, or in bonds of the United States, and the same are to be held by them till the maturity of this issue. The company owns 130,000 acres of surplus land, situated along the line, which is estimated to be worth \$10 per acre (the average to June 1 last was \$9.12), and is constantly increasing in value. Thus the land alone will liquidate the bonded debt of the company. The scrip is quoted at ¾ to 1½ prem. The prospectus will be found in another column.

The LONDON TELEGRAPHIC NEWS COMPANY, with a capital of 120,000l., in shares of 5l. each, has been formed for amalgamating the interests and extending the operations of the Anglo-Continental Telegram Company, the Oriental Telegram Agency, and the Antilles Telegram Agency; and also for arranging a combination with the American Press Association and its alliances. The inconvenience which has arisen from the circumstance of the agents connected with the telegraph agencies here; unacquainted with newspaper work has been very generally felt, the result being that newspapers paying an ample amount for summaries which would be of the utmost value to the readers have been supplied with almost unintelligible nonsense, from which all the important points were omitted. The London Telegraphic News Company will, therefore, supply a real want, so that it will not be possible hereafter to say that no efficient telegraphic news organisation exists, nor any system for the interchange of news throughout the world, such as prevails in America for that continent. The company will combine a complete service throughout the continent of Europe, the North and South American continents, Canada, the West Indies, India, China, Japan, Australia, and New Zealand. There is no city or town of importance throughout the globe in which the company will not exercise its influence. The directors are satisfied that they possess a staff of officers who know the wants of the press, and who will not fail to give every satisfaction. No doubt is entertained that with good management the enterprise will prove a sound commercial success, and that there will be no shortcoming in this direction may be anticipated from the fact that they have a thoroughly competent secretary in Mr. Dowell, and have also the co-operation of the board of Mr. C. M. Grant, who was the projector and proprietor of the telegraph service across Mongolia, by which for several years the transmission of telegrams between London and China was effected so successfully in 10 instead of 35 days prior to the establishment of the direct cable system, and in opposition to the competition to the Post Office Department of the Imperial Russian Government, as well as of Reuter's Telegram Company. The prospectus will be found in another column.

The PANTY-MWYN LEAD MINING COMPANY (Limited), with a capital of 60,000l., divided into 30,000 shares (to which reference was made in last week's Journal), possesses, by its recent important acquisitions, one of the most extensive and valuable mineral properties in Flintshire. The Mold Mines Company formerly worked the property, but abandoned it in consequence of a succession of wet seasons and inefficient machinery, which rendered drainage difficult. There are several fine, well-known, and valuable courses of ore passing through its entire length. The sets are held at the low royalty of 1-16th, for the usual term of 21 years, and the leases have been transferred to the company, together with the surface appliances, for 5000 fully paid-up shares, and 600l. in cash. In addition to the testimony borne as to the value of the mines by the several well-known practical authorities (whose reports are appended to the prospectus, which appears in another column), Mr. John Taylor, of Queen Street-place, speaks most favourably of the ore producing capabilities of the property, which is further strengthened by the evidence of Capt. W. Roberts and others. Capt. Harris, of the Bog and Pennerley Mines, who has known the property and district for upwards of 20 years, states that with a capital, machinery, and good management the mine will prove a property of no ordinary character, and confidently recommends it to the investing public. By the ground just acquired the sett has been increased by one mile in length on the course of the lode, making, with the old Panty-Mwyn, about two miles long on the course of the three east and west lodes, and the two north and south lodes.

The directors of the SOMERSET and DORSET RAILWAY COMPANY are inviting subscriptions for 30,000l., being the unplaced balance of 120,000l. PERPETUAL FIVE PER CENT. EXTENSION DEBENTURE STOCK. Special advantages are secured to the extension capital by the terms of the Act of Parliament, under which the existing line is charged, not only with the payment of its own working expenses, but also with the working expenses of the extension line, and (together with the extension line) with an annual charge of 17,000l. The gross receipts of the extension line are therefore available (subject to the above) for payment, in priority to all other interest or dividend, of the interest at 5 per cent. on the extension debenture stock now offered for subscription, which amounts to 6000l. per annum only, or less than 5l. per mile per week, while the estimated traffic amounts to 30l. per mile per week. The prospectus will be found in another column.

Co-OPERATIVE TIN SMELTING COMPANY.—All persons desirous of furthering or co-operating in the formation of a company which will enable the mines to get the full benefit of their produce, may put themselves in communication with an influential syndicate (which is established for promoting a company which will at once be a benefit to the shareholders in all tin-producing mines, as well as the working miner), by addressing "Stannum," 31, Treadneedle-street, City.

ZINC AND LEAD ORES.

I BUY at the HIGHEST PRICES:—
LEAD ORES.—LEAD-SILVER ORES.—SILVER LEAD ORES.
ZINC AND LEAD ORES MIXED TOGETHER.
SILVER-LEAD, BULLION, HARD LEAD, &c.
SULPHATE OF LEAD, ASHES, SLAGS, &c.
Particulars by letter.

ARMAND FALLIZE, Ingénieur, à Liège (Belgique)

Mr. JOHN HENRY POOLE,
MINERAL AGENT,
BILBAO (SPAIN).

COPPER PASS AND SON, BRISTOL.

ARE PURCHASERS OF
ANTIMONIAL LEAD, HARD LEAD, LEAD MATTE, LEAD SLAGS,
SULPHATE OF LEAD, LEAD ASHES, COPPER SLAGS, COPPER REGULUS, TIN ASHES, ZINC ASHES, SPELTER DROSS, HARD SPELTER and MIXED METALS, DROSS or REFUSE containing COPPER, LEAD, TIN, or ANTIMONY.

TO COLLIERY MANAGERS.

THE TYRONE COAL MINING COMPANY (LIMITED) require a THOROUGHLY EXPERIENCED and COMPETENT PERSON to UNDERTAKE the GENERAL MANAGEMENT and DEVELOPMENT of their COLLIERY, situated about two miles from DUNAGANNON, Co. TYRONE. Applications, stating salary required, and accompanied by references, to be addressed to Mr. WILLIAM MOLYNEUX, F.R.S., Burton-on-Trent.

UNDERVIEWER WANTED at a COLLIERY in SOUTH YORKSHIRE, working the Top Hard or Barnsley Coal, and raising from 800 to 900 tons daily. Sufficient experience in working by "LONGWALL," with thorough practical knowledge of VENTILATION, are indispensable. Apply by letter in the first instance, stating ability and experience, and giving references, to "K. Y.," care of Messrs. Pawson and Brailsford, Printers and Stationers, Sheffield.

SYNDICATE.—A few Gentlemen desire a few others to JOIN THEM in a SYNDICATE to PURCHASE, on exceptionally favourable terms, a VALUABLE TIN MINE. £100 to £500 each required. Address, "Standard," Messrs. G. Kelly and Co., Advertisement Offices, Charles street, Westminster.

PUPIL IN MINING AND SURVEYING.—A GOOD OPENING for ONE. Address, "Mineral Engineer, F. G. S.," MINING JOURNAL Office, 26, Fleet-street, London.

GERMAN, aged 30, who corresponds in German, Italian, and French, writes correctly the English, and knows by grammar the Spanish language, WANTS an OCCUPATION in an OFFICE. Address, "M.," care of M. Krieger, Esq., German Consul, Cardiff.

VACANCY OCCURS for an ENERGETIC and WELL-EDUCATED PERSON, of good address, to CALL upon MINING COMPANIES, MERCHANTS, &c., in LONDON, and to CORRESPOND with FIRMS ABROAD. Should have a knowledge of mining or mechanics and some literary capacity. Salary £200; and a fixed commission, offering a good prospect to an active and gentlemanly young man (age 20 to 25). Address, by letter only, stating qualifications, "D. R. T.," 85, Gracechurch-street, E.C.

WANTED, a SITUATION by a MINE AGENT, who has had eleven years' experience abroad. Speaks French and German, and is thoroughly acquainted with Tin, Lead, and Copper Dressing, and general Mine Machinery. Has good testimonials and references. Address, "140, Z. Y.," Post Office, Plymouth.

WANTED, a FIRST-CLASS MINING ENGINEER, to TAKE CHARGE of PYRITES MINES in SOUTH of SPAIN. Must speak Spanish, and be able to make and keep Plans of the Mines, and Assay the Ores. Applications to be addressed to Messrs. SHARP and Co., 10, Exchange-square, Glasgow.

BEREHAVEN MINES.

WANTED, a COMPETENT WORKING ENGINEER, with a knowledge of Drawing. Applications, with testimonials, to be addressed to Capt. J. W. CRASE, Berehaven Mines, Bantry, County Cork.

WANTED, for a large Ironworks in the North of England, a COMPETENT DRAUGHTSMAN, accustomed to Surveying, taking out quantities, and the General Drawing required for Blast Furnace, Mechanical, and Cottage Work. Applicant to state age and salary required, and enclose references. Address, "A. B.," MINING JOURNAL Office, 26, Fleet-street, London.

WANTED TO HIRE, THREE HUNDRED YARDS of RAILS and SLEEPERS, with NINE side-tipping WAGONS, to contain about 1 ton or upwards. Also, a small WINDING ENGINE. Apply to the Engineer, Mr. WINDER, Pentewan, St. Austell, Cornwall.

WANTED TO PURCHASE, about FOUR HUNDRED YARDS of 2 or 3 in. CAST-IRON PIPES, new or second-hand, for cash. State price per yard or ton delivered at Wem.—Address, S. THORNTON, Wem, Salop.

HORSE-POWER.

WANTED TO RENT, immediately, on the BANKS of the THAMES, TWENTY HORSE POWER, with BUILDING and STORE-HOUSE, for GRINDING MINERAL. State terms, &c., by letter, to "S. B.," care of Messrs. Deacon, Leadenhall-street, E.C.

WANTED TO PURCHASE, 500 BIRDSEYE CREEK GOLD MINING SHARES, at £2½; and 500 CEDAR CREEK at £2. Address to "G. H.," 47, Threadneedle street, E.C.

OLD TREBURGETT MINE, NEAR CAMELFORD.

WANTED, a 10 to 15-ton BOILER, with furniture, complete, SECONDHAND. State particulars and lowest price, delivered on the mine, to F. R. WILSON, 20, St. Helen's place, London, E.C.

CARDIGANSHIRE.

THE ADVERTISER has a VALUABLE MINING SETT TO DISPOSE OF. The property has been inspected by several mining engineers, copies of whose reports, with particulars, &c., can be had on application to "Cardi," MINING JOURNAL Office, 26, Fleet-street, London.

FIFTY SHARES for SALE in the ISLAY LEAD COMPANY (LIMITED), at £3 10s. each. Apply to "T. J. B.," 3, Rhinodol-terrace, St. Peter's-street, Islington, N.

FOR SALE, a FEW SHARES in the BAMPFYDE COPPER MINING COMPANY (LIMITED) fully paid up, at £3 per share. Apply to "W. M.," Wm. Potter, Stationer, Exchange-street East, Liverpool.

IRON ORE and MANGANESE MINES for SALE, situated in NORTH DEVON, with excellent shipping facilities. The ores are of a high class. Apply to WILLIAM SLATER and Co., 6A, Bishopsgate Without, London.

COLLIERY FOR SALE, situated in SOUTH WALES, capable of an output of 1000 tons a day, close to railway station and shipping. Apply to WILLIAM SLATER and Co., 6A, Bishopsgate Without, London.

SWEETLAND CREEK GOLD MINES (LIMITED).

Notice is hereby given, that the directors have THIS DAY DECLARED a DIVIDEND of FIVE SHILLINGS PER SHARE, payable on and after Sept. 25. And notice is hereby further given, that the Transfer Books will be closed from the 18th to the 26th instant, both days inclusive. By Order, W. J. LAVINGTON, Secretary.

14A, Austinfriars, E.C., Sept. 9, 1873.

THE CAPE COPPER MINING COMPANY (LIMITED).

Notice is hereby given, that at a MEETING of the directors of this company, held to-day, it was resolved—
"That a DIVIDEND of TWENTY SHILLINGS PER SHARE, free of income tax, be now DECLARED, payable on the 29th day of September instant; and that the Transfer Books be closed from the 22nd to the 28th September, both days inclusive." By order of the Board, J. C. LEAVER, Secretary.

6, Queen-street place, Upper Thames street, London, E.C., Sept. 10, 1873.

THE WHITWICK COLLIERY COMPANY (LIMITED).

Notice is hereby given, that the SUBSCRIPTION LIST for SHARES in the above company WILL CLOSE on TUESDAY, the 16th instant, for TOWN and COUNTRY APPLICATIONS.

Temporary Offices: 13, Southgate-street, Leicester.

Messrs. PARKYN & CO., PRACTICAL AND CONSULTING MINING ENGINEERS, ST. AUUSTELL, CORNWALL, having had thirty years' practical experience in mining in all its operations, should be consulted. PARKYN & CO.'s advice will be found most valuable to those who have already invested as to its worth, and to those who intend to invest, and how large sums can really be made by practical and sound advice. Mines inspected, and their true position given. Can recommend three mines that will rise in price considerably in a few months; write for particulars. Bankers: South Cornwall Bank, St. Austell.

THE ARKANSAS CENTRAL RAILWAY COMPANY.

Issue of 1000 eight per cent. First Mortgage Gold Bonds of \$500 each,

Payable to bearer, but which can be registered in the company's books at the option of the holders.

(Being the balance of a total issue of \$1,200,000.)

Principal and Interest, free of United States Taxes, payable in Gold at the Office of the

UNION TRUST COMPANY IN NEW YORK.

Principal repayable on July 1st, 1891, at par, in Gold.

ISSUE PRICE, £90 PER BOND OF \$500.

Bearing interest at eight per cent. per annum, from 1st July, 1873.

MR. W. C. QUILTER is authorised by the Arkansas Central Railway Company to receive applications for the above-mentioned 1000 Bonds of \$500 each, the price of subscription being £90 per bond, payable at Messrs. Jay Cooke, McCulloch, and Co.; or Messrs. Smith, Payne, and Smiths, Lombard-street, as follows:—

25 per Bond	on application.
20 "	on allotment.
25 "	15th October, 1873.
25 "	14th November, 1873.
15 "	15th December, 1873.

The instalments, after allotment, may be paid in full on any day fixed for the payment of an instalment, under discount of 6 per cent. per annum.

Scrip certificates to bearer will be issued against allotment letters with bankers' receipts, and, after payment in full, definitive bonds will be issued in lieu of scrip.

The bonds are a first charge upon the entire line and all the company's property (which includes 130,000 acres of surplus land), at the rate only of \$5000 per mile of road.

The line of the Arkansas Central Railway extends from the City of Helena, a place of great commercial importance, to Little Rock, the capital of the State, a distance of about 108 miles, with a branch to Pine Bluff, 30 miles, and another branch to Clarendon, 11 miles.

The entire length of the line, including sidings, is 150 miles, 64 of which are in successful operation, and the remainder is graded, bridged, tided, and ready for the iron rails which are being laid. The line affords the only means of communication between the three largest cities of the State, and secures to the whole interior an outlet for its products to the Mississippi river at all seasons of the year.

It is, moreover, connected with the Little Rock and Fort Smith, the New Orleans, the Cairo and Fulton, and the Helena and Corinth Railways, of which the first named is wholly, and the three latter partially, open for traffic.

The net earnings, after deducting all expenses from the 1st February to the 1st August 1873, are as follows:—

Month of February, 1873	£ 3,434.62
March	9,414.23
April	10,391.68
May	11,072.19
June	11,561.73
July	12,904.80

Thus showing that the average net earnings for the past six months on the portion opened for traffic have been over \$10,000 per month, derived solely from local business. Upon the opening of the entire line, the net earnings at the same rate would exceed \$300,000 per annum, while the interest upon the bonded debt for the same period would be \$96,000. But it is fair to conclude that the earnings would be greatly augmented by the through traffic, and the income largely exceeds this estimate.

From this it will be seen that the present net earnings of the line are sufficient to cover the interest on the whole \$1,200,000 bonds.

Mr. C. R. Alton, a civil engineer of high standing in New York, who recently examined the line on behalf of the European investors, reports as follows, with regard to the traffic of the line:—

"A moderate estimate of the earnings of the road after the completion of the main line to Little Rock, with the branch to Pine Bluff, would be, in my estimation, as follows:—

Passengers, mail and express	\$ 200,000
Freights of all classes	1,000,000
Total	\$1,200,000
Less, operating expenses, 55 per cent.	\$ 660,000
Interest on \$1,200,000 bonds at 5 per cent.	96,000
Leaving net balance, after paying all expenses and interest on the mortgage debt	\$444,000

The road commences at Helena, a town of great commercial importance, favourably situated on the banks of the Mississippi river, at the termination of a range of hills affording the only secure terminal point for a railroad above overflow within the limits of the State of Arkansas, and runs westwardly from this point through a fine agricultural region to Little Rock, the capital of the State (there connecting with a system of roads diverging in various directions), with a branch leading to Pine Bluff, an important shipping point on the Arkansas river. The country through which the road passes is already to a large extent under cultivation, and capable, from its fertile soil and genial climate, of producing all the various crops of the temperate zone—cotton, corn, wheat, oats, tobacco, and fruits in the greatest variety.

The characteristics of soil and climate will inevitably, from the large amount of agricultural products developed on the line, make this road remunerative as an investment. No better region exists within the borders of the United States for successful farming operations than the central portions of Arkansas.

The portion of the road already completed is well constructed and in good condition, and the rolling stock is sufficient for its operations, and of an excellent character. The station houses and structures of a kindred character are well built and ornamental in their appearance, and the system of management and operation of the road would seem to indicate that all proper means are taken to foster the interest of the communities along the line, and thereby increase the earnings.

The capital of the company is \$2,500,000, of which \$1,500,000 has been subscribed for, and is fully paid up.

Under the company's charter its property of every description is exempted from taxation until a dividend of 10 per cent. is paid on the capital stock, which stock is limited to the above amount.

By the terms of the deed of mortgage, the money received from the present issue is to be expended exclusively in the information and equipment of the line.

The mortgage deed of trust provides that the money received from sales of surplus land shall be paid to the Union Trust Company, and form a sinking fund for the redemption of the bonds augmented, if necessary, by annual payments (commencing 1st January, 1878) out of the earnings of the line. All amounts received by the Union Trust Company, are to be invested by them in outstanding bonds of this company, or in bonds of the United States, and the same are to be held by them till the maturity of this issue.

The company owns 130,000 acres of surplus land, situated along the line, which is estimated to be worth \$10 per acre, and is constantly increasing in value.

The average price realised by the company for lands sold up to June 1, 1873, was \$9.12 per acre. At this rate the lands alone will liquidate the bonded debt of the company.

At the price of issue, taking into consideration the discount on pre-payment in full, and the interest accrued from 1st July last, these bonds yield upwards of 9 per cent. per annum.

Where no allotment is made the deposit will be returned without deduction. Should a less number of bonds be allotted than are applied for, the amount paid on application will, so far as required, be applied towards the payment due on allotment.

In default of payment of the amount due on allotment, or of any instalment, all payments made will be liable to forfeiture.

Official copies of the Company's Charter and of the Mortgage Deed to the Union Trust Company of New York, by which that company is appointed trustee for the bondholders, and other documents referring to the company, can be seen at the office of the solicitors, Messrs. DAVES and SONS, 9, Angel court, Throgmorton-street, London.

Forms of application may be obtained at the banking houses of Messrs. JAY COOKE, McCULLOCH, and CO., and Messrs. SMITH, PAYNE, and SMITHS, Lombard-street, and at the office of Mr. W. C. QUILTER, 16A, Tokenhouse-yard, London.

The SUBSCRIPTION LIST will be CLOSED on or before THURSDAY, the 18th instant, at 4 o'clock p.m.
London, September 9, 1873.

FORM OF APPLICATION.

(To be retained by the bankers.)

To W. C. Quilter, Esq., 16A, Tokenhouse-yard, London.

Sir,—Having paid to Messrs. Jay Cooke, McCulloch, and Co., or Messrs. Smith, Payne, and Smiths, the sum of £ pounds, being a deposit at the rate of £5 per bond on bonds of \$500 each, of The Arkansas Central Railway Company, I request you will allot me that number of bonds, and I hereby agree to accept the same, or any smaller number you may allot to me, and to pay the balance due thereon, according to the terms of the prospectus, dated 9th September, 1873.

Name (in full)
Address
Description
Signature
Date

THE COAL MINES REGULATION ACT, 1872.

EXAMINATIONS FOR MANAGERS' CERTIFICATES OF COMPETENCY.

NOTICE IS HEREBY GIVEN, that the undermentioned persons have been appointed to act as SECRETARIES to the several Boards of Examination, for the purpose of the grant of Managers' Certificates of Competency under the above Act.

In the Examinations regard is had to such knowledge as is necessary for the practical working of mines in the different districts of the United Kingdom. Applicants desirous of being examined should, therefore, apply for all necessary information to the Secretary of that District in which they desire to serve as managers.

Home Office, 27th August, 1873.

Mining District and Name of the Government Inspector.	Name and Address of the Secretary to the Board of Examination.
Scotland—Western Division. (W. ALEXANDER, Esq.)	C. MACPHERSON, Esq., 115, St. Vincent-street, Glasgow.
South Staffordshire and Worcestershire. (JAMES P. BAKER, Esq.)	W. BLAKEMORE, Esq., Heath Town, Wolverhampton.
Monmouth, Gloucester, Somerset, and Devon. (LIONEL BROUGH, Esq.)	J. T. THOMAS, Esq., (Care of J. B. Baker, Esq.), Albion-chambers, Bristol.
North and East Lancashire. (JOSEPH DICKINSON, Esq.)	M. W. PEACE, Esq., 19, King-street, Wigan.
Derby, Notts, Warwick, and Leicester. (THOMAS ETANS, Esq.)	WM. SAUNDERS, Esq., 42, Full-street, Derby.
West Lancashire—the Wigan and St. Helen's Districts, and North Wales. (THOMAS BELL, Esq.)	M. W. PEACE, Esq., 19, King-street, Wigan.
Scotland—Eastern Division. (RALPH MOORE, Esq.)	DAVID WINGATE, Esq., Craigneuk (by Motherwell), N.B.
Northumberland, Cumberland, and Durham, north of the Wear. (GEO. WM. SOUTHERN, Esq.)	T. D. FORREST, Esq., 17, Rock-street, Shieldfield, Newcastle-on-Tyne.
South Wales. (THOMAS E. WALES, Esq.)	C. H. JAMES, Esq., 8, Courtland terrace Merthyr Tydfil.
West Riding of Yorkshire. (FRANK N. WARDELL, Esq.)	JOHN R. JEFFERY, Esq., Solicitor, Bradford.
South Durham. (JAMES WILLIS, Esq.)	G. W. BARTLETT, Esq., Cleveland parade, Darlington.
North Staffordshire, Shropshire, and Cheshire. (THOMAS WYNNE, Esq.)	JOSEPH KNIGHT, Esq., Newcastle-under-Lyne, Staffordshire.

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

NEW BRYNSPOSTIG.—Can any of your numerous readers kindly give me some information about the New Brynpostig Mine?—A SHAREHOLDER.

SIR.—Please say how we are to get the particulars of Mr. Darlington's new Borer, referred to in the letter of your Cornish Correspondent in last week's Journal? Perhaps you may favour us with it in next week's Journal, as we are much interested in these machines.—M. D.—[The Borer was described in the paper on Rock Drilling Machinery read at the Miners' Association of Cornwall and Devon meeting, fully reported in the Supplement to last week's Journal, p. 926.]

The shortest passage ever made from Liverpool to New York was by the Scotia, in eight days two hours.

CORNISH MINERS.—I should feel obliged if some reader would ascertain about the average wages weekly of the tin and copper miners in the mines of Cornwall.—ENQUIRER: Leeds, Sept. 8.

The length of the Great Eastern is 692 feet on the upper deck, and 680 feet between the perpendiculars.

A German silver groschen is equivalent to one and a sixth of an English penny. Reckon ten to the shilling.

MONTGOMERYSHIRE MINING.—I am made to say in my letter, inserted in last week's Journal, in reference to Dyffide, that the present proprietors had taken it up after every one else had "abandoned it;" what I said was—"a bad word for it." As the mine has always been worked, perhaps you will kindly insert this correction.—V. O. V.

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

Received.—"A Subscriber" (Dublin)—"J. E. S."—"J. M."—"Reader": We are obliged for the enclosure—"Semper Fideles," in reply to "T. P."—"F. S. D."—"R. A." (Sydney)—"R. N. W."—"J. H."—"Country Shareholder"—John Lean: Next week.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, SEPTEMBER 13, 1873.

THE VENTILATION OF MINES.

It is gratifying to find that a portion of the large profits being made by colliery owners is being applied in many instances in a most praiseworthy direction—that of carrying out, regardless of cost, the best system of ventilating coal mines. That the mode of ventilation adopted and carried out at many of our collieries is most defective is admitted on all sides, hence a great amount of care and caution is necessary on the part of all persons engaged in them to ensure their own safety. Unfortunately, however, that attention so essential to the prevention of accidents is not always given, so that the result is too often seen in some fearful and appalling calamity involving considerable loss of life. Pure air is necessary to the existence of man and animal, and we all know that the quantity of oxygen going into a mine is partly absorbed by the workmen and by the combustion or keeping alive the lights, whilst as it proceeds onwards through the ramifications of the workings it becomes so vitiated by admixture with noxious gases it comes in contact with as to render it unfit for breathing, so that it has to be constantly renewed by a stream of fresh air drawn from the surface. The general system of ventilation now in operation is that created by means of the furnace and drift, the furnace varying from 5 to 10 ft. in width, constructed in an archway of fire-brick, space being left for the passage of air outside of it. The drift rises from the front of the fire about 1 in 6 to the shaft. The amount of ventilation thus obtained is as the square root of the difference between the temperature of the downcast and upcast shafts. But it is well known that very many accidents of a serious character have occurred from the inattention of the fireman, as well as from other preventable causes, and it is more than probable that many of the most serious of our colliery explosions have arisen through such negligence. There is also danger in various other ways from the large fire kept at the bottom of a mine, as was the case early in October last at the Darfield Main Colliery, near Barnsley, where some slack close to the furnace became ignited, set fire to the corves around, and extending into the workings, caused a fearful conflagration, by which not only was the head-gearing consumed, but the solid coal set fire to, leading to the workings being inundated. The work of clearing them is not yet completed, and the loss from all causes has been estimated at 100,000. Such was the result of ventilation by the furnace.

But of recent years, it may be said, there has been a growing opinion amongst mining engineers that in all fiery mines, and in most of those where naked lights are used, the furnace is always a source of danger, and should be superseded by some other system. For the purpose of effecting that object considerable prominence has been given, during the last three or four years in particular, to what is known as mechanical ventilation—a system certainly by no means new, for under varying conditions it has been in use for a long time on the Continent and in this country. In South Wales fans have been at work at three or four collieries for several years, some of them exhausting from 80,000 to 90,000 cubic feet of air per minute. Fans, on what is termed a new principle, have of late been introduced, and although at first colliery owners were slow in taking advantage of them, yet now they seem to be disposed to take kindly to them. Several are being put down in the Midland and other districts, and the fan may now be said to be making marked progress in the estimation of mineowners. Those that appear to be in most request, and

are pretty well known, are the invention of the well-known Mr. GUILD, and the fan more recently brought out by Messrs. EAMES and TATTERSALL, of the Alexandra Foundry, Leeds. One of the latter, recently put down at Darfield Main Colliery, we saw in operation a week or two since, and it certainly did its work wonderfully well, and gave every satisfaction to the manager. When the place is opened out the introduction of the fan will prevent a recurrence of the accident which has been such a serious loss to the proprietors. At Denaby Main, Morley, and other places also, the same fan is about to be put down as the most effectual mode of ventilation. The Guild Fan has been before the public for some two or three years, and is now making marked progress, especially in what may be termed the Midland coal field. Some time since the first erected in Yorkshire was put down at Manvers Main Colliery, near Sheffield, and has been working ever since. Recently another has been erected at Stratford Main Colliery, near Barnsley, and the manager speaks in the highest terms of its efficiency. In Derbyshire another is now being put down at the Swanwick Colliery, near to WHARFAM, of Burton-on-Trent; it is to be 30 ft. in diameter, with duplicate engines, 20-in. cylinders, and 2-ft. stroke. It is intended to ventilate three different seams of coal now being worked. In the same locality we understand that one is also about to be put down at the Blackwell Colliery, belonging to BAINBRIDGE and Co.

Looking, therefore, at what is now being done, it is evident that there is every probability of many of our mines, the fiery ones in particular, being far more efficiently ventilated than they have previously been, and that those terrible catastrophes of which Lancashire, Yorkshire, Staffordshire, South Wales, and other mining districts, have so often been the scene will be all but unknown. We may also expect that mechanical science will become not the least important part of the studies of our underwriters and even of the miners of the future. Those who become familiar with its workings will always be in a position to obtain a much higher grade of a colliery than such as are ignorant of them. We, therefore, believe that the introduction of the fan in many of our largest collieries is so considerable a scale will eventually mark an interesting era in the history of coal mining, and one which will ensure greater security to life to all persons engaged in the working of our collieries than has yet been the case.

RAILWAY IRON IN INDIA.

The Indian demand for our railway iron has proved a valuable source of strength in past years, although it has only been languid of late. It will be interesting to enter, upon the whole, into a few details in illustration of Indian railway progress and prospects. It appears that, including the new State lines, the total length of railway authorised in British India is 7621 miles, while the total length of line opened at the close of March, 1873, was 5511 miles, leaving 2110 miles of authorised line still to be finished off. In this unfinished network of 2110 miles the guaranteed lines figured for 6684 miles, leaving 14224 miles, to be completed upon the State lines, which hitherto advanced slowly, only some 63 miles being still in operation. Even in this very limited mileage the purchased Calcutta and South Eastern line figured for 28 miles, so that the actual extent of new State railways opened by the Indian authorities after several years' pourparlers has been only some 35 miles. But however sluggish the progress of Indian State railway construction may have been, it is clearly in these State lines that the British iron trade must repose its hopes and its confidence. Unless iron should come to be worked upon a large scale in British India—and this is a contingency which is not likely to be realised at present—the Indian State railways must of necessity absorb a very considerable quantity of English rails and plant. Meanwhile, the value of the exports of railway material to British India has declined to some extent, the total for 1872 coming out at £55,822, as compared with £70,752 in 1871, £68,209 in 1870, £432,784 in 1869, £849,554 in 1868, and £352,652 in 1867, in which latter year the Indian railway interest was the most profitable and extensive customer of the Mother Country.

But as it is to the Indian State lines that British ironmasters must look for support in the future, it is time that we should go into some particulars more particularly relating to them. The total length of the first of these State lines, the Punjab Northern Railway, will be about 280 miles, exclusive of a branch to the Pindaria Khan salt mines. The country between Lahore and Jhelum is very level, and would present but few natural obstacles to the construction of a railway, were it not for the formidable rivers which have to be crossed. The Ravee, the Chenab, and the Jhelum have to be overcome by bridges of about 17,000 lineal feet in the aggregate. The cost of these three bridges, including protective works, is estimated at 1,125,000. The earth works of the line being light, have made good progress, but the great bridges present obstacles which are not likely to be overcome for several months. Beyond Rawal Pindee there are no special difficulties except the crossing of the Indus; opinion is divided as to the advisability of crossing this great stream by bridge or tunnel, and surveys have been recently undertaken with the view of deciding the question one way or the other. Another leading State line will be the Indus Valley Railway which will be about 493 miles in length. The works on this line—which possesses a political rather than a commercial importance—will be light, if we except a bridge over the Sutlej, a bridge over the Indus at Sukkur, and provision for the spill waters of the Indus. The bridge over the Indus will be a formidable undertaking, as one of its spans will be about 600 ft. in the clear; but little difficulty is anticipated with the foundations, a point which is generally of considerable importance in connection with bridge construction. A third State line is the Rajpootana Railway, which may be divided into two parts—the Agra and the Delhi. The works on the Agra division are generally light, the only undertaking of magnitude being a bridge over the Jumna, at Agra, about 2200 feet in length. The line between Agra and Sambur, a distance of 185 miles, was let by contract to Messrs. GLOVER and Co., in October, 1871. The earth works of this portion have been finished, but the works on the large bridges have not proceeded very satisfactorily. The permanent way has been delivered for several miles, and some miles have been laid. The most important bridge is over the Jumna, at Agra, which consists of 16 spans, 142 feet between the centres of piers. Upon the Delhi division of the Rajpootana Railway the works are very light. The tender of Messrs. HOOD, WINTON, MILLS, and CAG was accepted, for the Holkar State Railway in January, 1872, and the contractors have since commenced the work with energy. Altogether, the demand for British railway iron in British India seems likely to improve.

THE MINERAL WEALTH OF SOUTH AUSTRALIA.

The exhibits in the South Australian Court of the South Kensington Exhibition afford an admirable opportunity of judging of the vast mineral wealth of the colony—copper, gold, iron, and bismuth being each well represented. There is a fine specimen from the Burns Burra Mine of malachite, exhibiting a laminated structure, due to a regular succession of concentric deposits, and having the surface studded with concretions of crystalline blue carbonate; some 50 or 60 specimens of gold, native, in quartz, and manufactured, of an aggregate value of 2000l.; and a most interesting collection of large specimens of iron and copper ores. The iron ores leave no doubt as to the facility for developing an extensive iron trade whenever an adequate and regular supply of fuel can be relied upon. Amongst them special mention may be made of a large block consisting of magnetite iron ore crystallised in small aggregated octahedra, and associated with red hematite, in addition to which there are many fine specimens of red and brown hematites, as well as magnetic and specular ores; all these ores are exceedingly rich in metal, and are stated to exist in unlimited quantities in the colony. But by far the most attractive collection is that of copper ores. These are divided into two classes, the first embracing copper ores and samples of matrix of copper lodes, exhibited by the Moonta, Wallaroo, Doom, Enala, Poona, Burrowing, and Sliding Rock Mining Companies. Many of these specimens are very fine, especially a sample of veinstone, consisting of yellow copper ore with mundie and quartz. This spec-

men is 12 in. wide, the walls of the lode showing the lode to be that thickness; the mende is partly disseminated through the copper ore in the form of cubic crystals. There are some samples of country rock, chiefly micaceous and chloritic schists, in which the lodes are found. It is remarked that in the absence of separate assays of each of the specimens the exact percentage of fine copper in each cannot be given, but that no ore of copper are raised in South Australia of a less produce of 10 per cent. of copper. The second class of copper ore consist of choice samples from the Moonta and Wallaroo mines, many of the specimens of native copper being particularly fine. The remaining exhibits comprise samples of metallic copper from smelting works in South Australia, including cake, ingot, and bean shot copper, strip brass, and cartridge shells; cakes, ingots, &c., of copper of various sizes smelted from South Australian copper ores by the English and Australian Copper Company at their works at Port Adelaide; and, though last not least, some good specimens of bismuth and bismuth ore, marbles, pebbles; a fine slate-slab 9 ft. 4 in. x 8 ft. 24 in. thick from Mintaro; and an enormous block of the Wallaroo copper ore, weighing 6 tons, are placed just outside the building. The South Australian collection alone will well repay a visit to South Kensington.

IMPORTANT TIN ORE DISCOVERY ON THE LATROBE RIVER, AUSTRALIA.

By advices just received, we have the announcement of a great discovery of rich tin ore on the Latrobe river, 63 miles from Melbourne. The discoverers of this extraordinary mine are Messrs. D. L. S. Smith and John Woods, both members of the Legislative Assembly. The Government have granted to these gentlemen 500 acres in length along the river, which grant is gazetted in Australia, and will with further advices be brought by the next mail. This fresh finding of tin in Australia has caused throughout the colony a very great sensation, and will, no doubt, have a similar effect in this country, on account of the introduction of Australian meat as a general article of food, which is now greatly enhanced in price from the necessity of those who deal in that commodity being compelled in the first instance to forward their orders to this country for the tin cases, then return them and send them out again re-filled. This expense and delay, owing to the great discovery being made, will be avoided in future, and the preserved meat supplied here at a much lower price. The outlay of working this mine will be comparatively insignificant, inasmuch as it is within 8 feet of the surface, and the means of conveying the ore unusually economical. A railway is to be made to within 14 miles of the district, and the Government have undertaken at their own cost to make a roadway near to the works, so that there will not only be a double line by rail and road, but also a water line of communication for the conveyance of the mineral, which can be delivered at Melbourne at 10s. per ton, and is now 80s. in the market. The grant to the discoverers, together with specimens and further particulars, will be forwarded by the next coming mail. It has been moved in the Assembly by L. L. Smith, that Government should assist the enterprise, and Mr. Mackay, on the part of the Government and the Assembly, promised to apply to the House to vote a sum of money for such purpose.

COAL-CUTTING MACHINERY.—It is gratifying to find that the coal-cutting machine now working so successfully at the Pelsall Colliery and Iron Company's pit, and which was so highly spoken of by the engineers present at the farwell gathering in honour of Mr. Walter Ness (who is about to take charge on behalf of the Government of the Windale Valley Coal Works, in the Central Provinces of India) is that of Messrs. W. and S. Firth. These gentlemen have been indefatigable in their exertions to make machine coal-cutting a success, having spared neither time nor money to attain the object in view, and they may now be congratulated upon the machine being, practically speaking, perfect.

NEW ZEALAND GOLD.—The value of the gold exported from New Zealand in the quarter ending with March, 1873, was 732,063s., against 608,922s. in the first quarter of 1872, showing an increase in the first three months of this year of 124,021s., or 20 per cent. The total quantity of gold exported from New Zealand to March 31, 1873, was 6,912,670 ozs., valued at 2,732,374s.

FUEL FOR INDIAN RAILWAYS.—In the course of last year 116,223 tons of fuel, the cost of which, including the freight to India, amounted to 361,094s., were sent out from this country for the purposes of the Indian railways. The efforts which are now being made to ascertain what additional coal deposits are available for railways in India, and the measures which have been taken for maintaining a supply of wood fuel will, it is to be hoped, have the effect of reducing this large amount in future years. For the purposes of the Great India Peninsula Railway 77,718 tons of coal were shipped last year, and the average cost when used in India was 2s. 2s. 6d. per ton. The Bombay, Baroda, and Central India Railway Company also consumed 11,226 tons of English coal last year; the average cost when used in India was 1s. 19s. 8d. per ton.

AMERICAN IRON TRADE WITH CANADA.—A few years ago the United States sent no iron worth speaking of to Canada, England having that market all to herself. In 1872, however, trade affairs took a turn, and we find that during the fiscal year which ended June 30, 1872, the United States sent cutlery, tools, stoves, castings, and other hardware to Canada, to the value of \$1,619,278, whilst all other countries sent there similar goods valued at \$2,200,669. This shows that more than a year ago the United States had 42 per cent. of the Canadian trade in these articles, and there is no doubt that in the past year their proportion of the trade has greatly increased.

THE COAL INDUSTRY OF FRANCE.—A Parliamentary Commission has been appointed in France to enquire into the state of the coal industry. One of the means adopted to bring to light the desired information is the issue of a list of questions to coal producers, consumers, and dealers, who are requested to send in their answers before the end of September. The questions are 20 in number, and are framed with a view to ascertaining the various sources and descriptions of the coal consumed in France; the average price during each of the past five years; the causes and effects upon industry of the existing scarcity; the possibilities of and the hindrances to increased production; and the deficiencies in the means of coal transport. No allusion is made to the changes in the rates of wages, nor to the profits of the trade, nor to the cost of production, but enquiries are made whether colliers produce all they might, and what is the extent of mines not at present worked. There is some reason to believe that there are several French collieries which the concessionaires, for some reason or another, will not work; for it is stated that the Council General of the Saône-et-Loire has called upon the Government to require concessionaires of unworked collieries either to abandon their grants or to work them.

SPANISH IRONSTONE MINES.—Yet one more difficulty has been added to those with which the British iron industry is struggling. The iron mines near Bilbao have fallen into the hands of Don Carlos, who will not permit them to be worked. He has other occupations for the miners to engage in, and, therefore, the growing mineral industry of Northern Spain, which was doing much for the prosperity of the country, must be stopped. The rapid development of this branch of Spanish production may be inferred from the following statistics showing the imports into the United Kingdom of iron ore from the Peninsula during the past five years:—1872, 631,134 tons; 1871, 502,382 tons; 1870, 179,085 tons; 1869, 99,816 tons; 1868, 88,770 tons. The recent growth has been even more surprising than in any of the years named. Two Sheffield firms alone have recently arranged for the importation of 1,000,000 tons annually of Spanish ironstone. It may, therefore, be imagined how great is the loss to the English iron trade occasioned by this untoward interruption. Messrs. Sim and Coventry, agents to the Santander Mining Company, write that "though the ironstone mines near Bilbao have fallen

into the hands of Don Carlos, the mines in the adjoining province of Santander are still intact, and, as far as this company is concerned, are being worked more vigorously than ever, our shipments for August being considerable."

REPORT FROM CORNWALL.

Sept. 11.—Once again we have to write that there is little change to note in the condition of mining affairs. The improved feeling of which we spoke last week is, however, quite maintained, and the belief in the speedy rise of the tin standard suffers no abatement, although no additional grounds for this opinion have transpired. Those who are most strenuous in looking for a more or less immediate improvement found it chiefly upon the reports from Australia, which seem to be generally to the effect that the rush of Australian stream tin will soon be over; that the most accessible deposits are already practically exhausted; and that the actual lodes, so far as has yet been ascertained, are few and far between; and they strengthen their opinion by a reference to the fact that English tin has undoubtedly somewhat hardened in price. Whenever Cornish tin ceases to have a competitor in Australian stream tin the balance must incline in our favour. Directly the raising of tin in Australia becomes a question of actual mining we must feel the benefit, both in the reduced output and in the increased cost of production abroad.

If there is not such an improvement speedily it is most likely that the abandonment of mines and the relinquishment of shares which we have had hitherto will be of comparatively minor importance with what we shall have; and then the mines that can tide over the depression will be repaid by the enhanced prices that must follow upon such a diminution in the supply as would ensue. Mine materials will become quite a drug in the market ere long. The other day Wheal Busy was sold off; next week Pollice will share the same fate, and rumour puts more than one important concern in the next place. It is not a little singular that at this moment Capt. Teague is connected with more dividend-paying mines than any other manager in Cornwall. Nothing succeeds like success, and his success is wonderful; but then, when the mining fever was at its height, and his name would have been a tower of strength to many a newly-launched concern, he never had anything to do with paper companies.

Two mine lords at least in West Cornwall recognise the policy—we would rather say the duty—of helping the mines over the present crisis by a reduction of the dues. Thus Mr. Basset has just reduced the dues in East Pool, under the present exceptional conditions of the mine, to 1-20th on both copper and tin until an improvement takes place. He has also reduced in West Seton. We are glad to note, too, that the Duchy of Cornwall has, in some instances, shown a similar liberality. And yet there are lords who, in the face of the prospective ruin of the chief industry of the county—for nothing but ruin could ensue from their policy being generally adopted—will insist on their "pound of flesh," and kill the goose that has laid for them, at such little cost, so many golden eggs!

By the death of Miss Elizabeth Carne, of Penzance, science in Cornwall has lost a firm friend and an ever ready supporter. Especially was this the case with those sciences which are more immediately connected with mining—mineralogy, for example. The specimens in the fine museum of the Royal Geological Society at Penzance were chiefly arranged by her; and at the time of her death she had nearly completed the erection of a building destined to receive the magnificent collection formed by her father, whose labours in matters Cornubian, both scientific and industrial, need no elaborate eulogy here.

Within the last few days the works of the Cornwall Minerals Railway and the capabilities of the district have been closely investigated by a gentleman, who, were we to mention his name, would be recognised as one of the greatest authorities in the railway world. He is convinced that is a mistake, but not in the direction so many Cornishmen fondly imagine. Instead of there not being traffic for one pair of rails, he is convinced that there will be more than enough for two: that the mistake is in not working the lines double, instead of single.

REPORT FROM LANCASHIRE AND CHESHIRE.

Sept. 11.—An advance in the price of coal, equivalent to about 1s. 8d. per ton, has been made in West Lancashire, and the other portions of the district will, no doubt, follow suit. Whether this is to be attributed to the disputes between colliers and their employers, and consequent deficiency of supply, or to an increasing demand it is difficult to say, but probably the latter course is the true one. Although there has been much dissatisfaction and some trouble on the introduction of the weighing clause, the stoppages at collieries have not been of long duration, nor have they happened all at one time. On the other hand, before the trouble came there were signs of a steadily improving market, and these continue. Best Arley coal is now realising more than 1s. a ton at the pit mouth, and other sorts are proportionately high. Very few collieries have stocks on hand, and there seems no reason why prices should not go still higher. The iron market activity is being renewed, and there has been a very great demand for pig. Manufactured iron, too, is greatly enquired for, and with an agitation afoot for higher wages amongst moulders advanced prices are anticipated.

At Bolton, on Thursday, a conference concerning the weighing clause took place between colliery proprietors and delegates appointed by the men. Mr. Thomas Fletcher, jun., of Little Lever, presided, and every colliery in the district affected by the clause, with the exception of the Messrs. Knowles, of Pendlebury, were represented. It was arranged to refer the matter in dispute to arbitration. It was stated that weighing machines were being put down at all the pits that would be in operation as soon as the price per ton is agreed upon. If this arrangement can be carried out the difficulty as to payment by weight will practically be settled throughout the county. There are still some collieries where disputes on the point exist in West Lancashire, but they are daily being reduced.

TRADE OF THE TYNE AND WEAR.

Sept. 11.—The general state of trade on the Tyne and Wear has been very quiet of late, and comparatively only a moderate amount of business has been done during the past week, but the near prospect of winter, or, at any rate, of colder weather, has had the effect of increasing the demand for all kinds of good coal. Inferior sorts have been somewhat cheaper on the Tyne of late, but all first-class fuel may now be expected to advance in value, as the demand is certainly improving. There has been a very strong demand in South Durham lately for coke and all classes of coal. Of course the demand for coke in the Cleveland and Cumberland districts continues to increase as the iron trade is improving, and the tendency, therefore, at present is certainly towards enhanced rates. Many classes of miners and men employed about the mines are agitating for still higher wages; those questions are generally submitted to the joint committee of owners and miners, and in most cases the questions at issue are decided by the committee. Many strikes, however, occur, but only for a short time, from one day up to a week. But for the action of the committee there would have been numerous strikes. Looking at the fact that many classes of men are still getting advanced wages from time to time, and that the short hours sadly baffle all attempts to increase the output of coal, the only prospect at present is that all kinds of fuel will increase in value during the next few months.

THE INUNDATION AT MONKWEARMOUTH COLLIERY.—The broken segment has been replaced by a new one in the shaft at this place, but the water has not yet been removed, and a few days must elapse before this can be accomplished. The occurrence has caused a serious loss to the owners, especially as numbers of the men have got employment at other works.

Mr. Thomas Green, of the Phoenix Chemical Works, Ouseburn, has patented some improvements in apparatus for heating feed water, applicable to steam-boilers and other purposes. The object of the invention is to adapt and apply hollow fire-bars to the purpose of heating feed water, by causing the water to pass through each bar successively, so as to heat it near to the boiling point before it is forced or caused to pass into the steam-boiler or other receptacle required. The bars are connected at each end by connecting pieces, so as to form a continuous watercourse from one to the other through the whole series from the inlet to the outlet pipe. The water heated by its passage through the fire-bars may be forced into the steam-boiler direct, or through the intervention of a cistern or cisterns; and

the circulation of the water through the fire-bars may be rendered self-acting and continuous, so as not to require a force-pump.

NEWCASTLE INSTITUTE OF MINING AND MECHANICAL ENGINEERS.—A general meeting of members will be held on Saturday, when some business of interest to mineowners and managers is to be brought before them. A number of gentlemen stand for election, and, on the whole, the Institute is prospering exceedingly, the number of members continuing to increase most rapidly, and the financial position is most satisfactory. It is now a great and powerful society, composed of mining engineers, viewers, agents, and mechanical engineers indeed, the latter element has become so strong as to threaten to swamp the old mine engineers, &c., by whom the society was originally founded. It has often been the subject of remark lately that scarcely any papers are read bearing on the working of mines underground by practical men, and this has caused much regret. Some new measures have also been proposed with a view to remedy this untoward state of things. However, at the meeting on Saturday two papers are to be read, both of which have an important bearing on coal mining science.—1. "On a New Description of Safety Lamp," by Mr. Emerson Bainbridge.—2. "On the Differential Expansion Pumping-Engine," by Mr. Henry Davey, C.E. There is no doubt that these papers will attract a large number of practical men, and especially when the discussion of the papers takes place.

The industries of the North have this week been recruited by the introduction of the manufacture of spiegelisen by Messrs. Bolckow, Vaughan, and Co., at Witton Park Ironworks. The addition of another branch of iron manufacture to those by which South Durham and Cleveland have acquired world-wide fame is in itself a fact of considerable interest.

The interesting ceremony of cutting the first sod of a new colliery at Hart Bushes, near Castle Eden, was performed on Wednesday. The occasion was the first general meeting of the Hutton Henry Coal Company, who assembled at their new winning, recently purchased by the company, and situated near Wingate Station. Mr. John Marley, Chairman of directors, presided, and there were present in addition:—Mr. J. Richardson, J.P. (deputy Chairman), and Messrs. J. Dods, M.P., H. G. Grieverson, G. N. Duck, John Feetham, Joseph Fryer, J.P., J. Marley, jun., W. S. Stowell, jun., J. J. Sanders, besides Mr. Thompson, the engineer to the company, and other officials. After the ordinary business of the shareholders had been transacted, Mr. H. J. Grieverson, one of the shareholders, proceeded to cut the first sod of No. 1 pit, giving it the name of the Marley Pit. After performing this ceremony, Mr. Grieverson addressed those assembled, remarking upon the importance of developing the coal trade of the district, and the great ability and energy of the Chairman of the company. He spoke of the propriety of naming the first pit after a gentleman who had been so closely connected for so many years with the mining operations of the district, and especially those of the ironstone district of Cleveland. The company next proceeded to the site of No. 2 Pit, where Mr. Joseph Dods, M.P. for Stockton (who had presented to him, as had Mr. Grieverson, a very handsome spade), cut the first sod, and christened the pit the "Richardson Pit," in compliment to Mr. Joseph Richardson, the Vice-Chairman of the company. An inspection was then made of the site of the old Hart Bushes Colliery, where operations have been in progress for some time, it being the intention of the company, not merely to win the coal for the new site near the head of the Hesleden Dene, but to open out and work the old Hart Bushes Colliery.

REPORT FROM MONMOUTH AND SOUTH WALES.

Sept. 11.—For finished iron enquiries are somewhat better this week, and, on the whole, the trade shows further improvement, and prices are firmer. This is mainly to be attributed to the increased contracts on home and colonial account. When it is seen to what an extent the American trade has fallen off, it is not a little surprising that the large works of the district are kept so well employed as they are. Up to only a few months ago the rail-mills depended almost entirely on United States contracts, but at present hardly one-sixth of the quantity of iron is cleared to the American markets. During the whole of last month only 1618 tons of rail-iron were exported to New York from Cardiff. This decreased trade is all the more significant inasmuch as it is not considered temporary. To some extent, no doubt, American buyers keep aloof from the market owing to the high prices, but to a greater extent they do so because they can get their supplies at home, and this will continue. Therefore, makers must look to other sources in future for their large rail contracts. Probably new sources of demand will arise from time to time, and makers will possibly find customers in the East if they cannot in the West. The total quantity of iron exports from the district last month was 37,882 tons, as compared with 33,926 tons in August, 1872. The upward tendency in prices of pig and other unfinished iron has been checked. There is still no improvement to be noticed in the tin-plate trade.

It is now stated that the sale of the Cyfarthfa Works by Mr. R. Crawshaw to a limited liability company has been completed, the latter having agreed to the sum fixed by Mr. Crawshaw—1,250,000s. The works rank amongst the largest and most complete in the world, and to Mr. Crawshaw it must appear almost like parting with a kingdom. Like most other things, however, the palmy days of iron-making have past, and ironworkers, colliers, miners, and labourers are much more troublesome things now than they were formerly. No doubt to masters who have been accustomed to manage their own affairs in their own way, and to listen to no dictation from those who take their hire, all the Unions, executives, presidents, and delegates now springing up are very troublesome and intolerable things. It was some time ago reported that Mr. Wm. Crawshaw, the son of the present proprietor, would be one of the managing directors of the new company, but whether the report was correct or not has not been authenticated.

If merchants could get coals to sell they could do a large trade. For all qualities there is a good demand, but the supplies required cannot be obtained owing to the comparatively small output of the collieries. Disagreements continue to crop up from time to time between masters and men, and continual interruptions to working are the result. Meetings have been held to discuss the discharge-note system, and the scheme has been warmly denounced by the men, and if the masters carry it out we may not congratulate ourselves upon having seen the last of strikes. Prices are firm, and in some instances further advances have been established. Small coal is now selling at 10s. per ton. It was only a short time ago it was an unmarketable commodity. House coals will undoubtedly realise still higher prices in the winter. The disputes and strikes and irregular working of the collieries last month told considerably on the trade.

There was considerable rejoicing at Pontypridd last week over the striking of a splendid seam of steam coal 6 ft. 6 in. in thickness, at a depth of nearly 300 yards. They had further cause to rejoice this week, for another seam about 3 ft. 6 in. thick has been struck only a foot or so below. This will make altogether nearly 10 ft. of excellent quality.

The following are among the imports at Swansea during the past week:—Hannah, Bilbao, 270 tons iron ore, order; Marie Caroline, St. Vaast, 60 tons pitwood; Volta, Bull River, 400 tons phosphate rock, Vivian and Sons; Annie Beal, Bull River, 600 tons phosphate rock, order; Havre, Havre, 10 tons spelter; Lysaght, Bridge, 21st Cove, 84 tons spelter ore; H. Bath and Sons; Alphonse Charval, 84 tons copper regulus, Bath and Sons; Village Belle, Bilbao, 370 tons iron ore; Jaufret; Petit Joseph, Bona, 73 tons iron ore, Landore Steel Company; William and Anne, Bilbao, 375 tons iron ore, Sutton and Jenkins; San Francisco, Carioforte, 740 tons zinc ore, Vivian and Sons; Emily Waters, Autafagasta, 708 tons of silver ore, H. Bath and Sons; Chester, Porman, 1450 tons iron ore, order. Tiara, Santander, 250 tons iron ore, order.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Sept. 11.—The South Staffordshire Iron Trade shows increased firmness this week, both as to demand and quotations. No change has been declared in the standard for marked iron, but makers are reluctant to accept orders at current rates, and it is very probable that an advance of 1s. per ton will be announced on quarter-day. Much as to this, however, must depend on the action taken in the meantime with regard to the rate of wages, the present agreement between the ironworkers and their employers terminating at the close of this month. Pig-iron remains firm at 7s. 6s. to 7s. 10s. for the best brands of native all-mine, 6s. 10s. for part-mine mixed with flue cinder, and 5s. to 5s. 10s. for cinder-iron, according to quality. The finished iron manufacturers continue to quote 14s. for marked bars, but second-class makes are firmer at 13s. 2s. 6d. For sheets the price is stronger at 15s. for singles. A further advance of 10s. per ton in galvanised roofing-sheets is announced, being due in part to the increasing value of spelter. For corrugated iron (20 gauge) 24s. 10s. per ton is now the market rate. Thin sheets and tin-plates are especially in improved request.

The South Staffordshire Coal Trade is improving steadily as to demand, and prices are firm on the following standard:—Thick coal, best household, 24s.; furnace coal, 20s.; rough slack, 10s. to 12s.; fine ditto, 6s.; thin forge coal, 15s. to 17s.; house ditto, 13s. to 20s., according to quality; and slack, 6s. per ton. Ironstones remain firm at 25s. to 26s. for best native samples.

The introduction of coal-cutting machinery on Messrs. W. and S. Firth's principle in the Pelsall Colliery and Iron Company's mines, near Walsall, to which detailed reference will be found in another column, has been attended with considerable success. One machine will, it

is estimated, do the work of nine men, and at the present rate of wages the original cost of each machine would be recouped after six months' working.

Mr. Walter Ness, whose heroic services on the occasion of the Pelsall Colliery disaster will never be forgotten in South Staffordshire, has just quitted the district to enter upon a Government appointment in India. The coal field which he has gone to develop is in the central provinces, and is 60 miles in length by 20 miles in breadth. One seam of coal, 52 ft. in thickness, has been proved under this vast area at a depth of 149 ft.; and another seam, 32 ft. thick, at a depth of 180 ft. The best wishes of the coalmasters and mining engineers of South Staffordshire will follow Mr. Ness on his new and important enterprise.

A new mineral railway is projected in South Staffordshire to run from the Crescent, near Willenhall, through the Greenfield Colliery, and the mineral estate of Messrs. Aldenbrooke, at Rough Hay, to Bilston, intersecting a valuable mining area. The project has been well received by the coalmasters, the railway authorities, and the general public.

In North Staffordshire the Coal and Iron Trades are without any important feature since our last notice. Crown bars are 12s. 10s., and others in proportion, with a sustained steadiness of demand. Pig-iron (grey forge) is 5s. 15s., delivered in South Staffordshire. The price of coal remains firm, although there is no increase in the consumption.

A memorial to the Home Secretary on the subject of the non-enforcement of the law as to the use of whistles on steam-boilers in South Staffordshire, and especially complaining of the flagrant violation of the law by a firm at Darlaston, has elicited from Mr. Lowe a reply to the effect that he has no official jurisdiction in the matter, but strongly advising the memorialists to take legal proceedings against the offending parties.

FEEL PROSPECTS IN SOUTH STAFFORDSHIRE.—Considerable interest is naturally excited in South Staffordshire, both among private householders and large consumers, as to the prospects of the coal market during the ensuing winter. Without pretending to possess the gift of prophecy on the subject, we may at least venture to recite a few leading facts, and draw therefrom a few logical conclusions. The present weekly output of coal in South Staffordshire is estimated at 10,000,000 tons, being one-third less than the yield previous to the restriction imposed by the Regulation of Mines Act, and the concessions made to the colliers in regard to the hours of labour. The labour market is now in a satisfactory state, and it is not apprehended that any fresh demand either for higher wages or shorter hours will be made by the colliers of this district. The selling prices of coal at the pit's mouth in the South Staffordshire district are as follows:—Best thick coal (house), 24s.; furnace ditto, 20s.; rough slack, 18s. to 12s.; fine ditto, 6s.; thin forge coal, 15s. to 17s.; ditto (house), the quantities being very variable, 13s. to 20s.; and slack, 6s. per ton. The present aspect of the trade is decidedly firm, stocks being very low, owing to the limited output during the summer, and it is quite certain that in the absence of any extraordinary decline in the iron trade there will be a continuation in the price of coal this winter. It is, indeed, considered probable that an advance of 1s. to 2s. per ton may be declared on household samples. During the last fortnight a considerable increase in the consumption of coal has taken place at the ironworks of the district, the demand for iron having decidedly improved, and an advance in the price both of pig and finished iron having been established. A considerable number of new collieries are being opened up in and around the South Staffordshire coal field, particularly in the Cannock Chase district, where the yield of house coal, which is large & sent to the London market, is likely to be considerably augmented during the next few months. The new shafts of the West Cannock, the Cannock and Rugley, and the Mid-Cannock Companies, to say nothing of the more speculative ventures of the Cannock and Huntington and the Fair-Oak Companies, sufficiently justify this last conclusion. In addition to this, a vast increase in the output of coal in South Staffordshire will result in the Act of Parliament passed last session to secure the more effectual drainage of the coal fields, and the subsequent release of some thousands of acres of submerged minerals. Another important feature is the successful introduction of coal-cutting machinery into this district by the Pelsall Coal and Iron Company, the credit of which is due to Mr. Walter Ness, who is leaving this country to enter upon a Government appointment in India. The machines referred to are on Messrs. W. and S. Firth's principle, and each one will, it is computed, do the work of nine men, and at the present rate of wages the original cost of a machine would be recouped after six months' working. Much as to the future price of coal in South Staffordshire must depend on the extent to which manual labour in mines is superseded by these mechanical appliances. —*Birmingham Daily Post.*

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Sept. 11.—The vast profits said to be made by colliery owners during the past year have led to capitalists investing in mining property to such an extent that in many districts for miles in a straight line, where there is railway communication, all the available coal has been purchased with avidity. So great, indeed, has been the desire to purchase that lessors have been able to obtain almost any price they asked the advance in some localities for Thick coal being from 300% to upwards of 450% per acre. The largest coal district in England is that known as the Midland coal field, extending in nearly a straight line from Nottingham to Leeds, the entire length being 65 miles, varying in breadth from 5 to 20 miles. In this great field there are a very large number of collieries being opened out, and others about to be commenced, so that in the course of from one to three years there will be a daily addition to our present output of coal of many thousands of tons. At the northern extremity of the field, a very extensive plant is being put down to work the measures on the estate of the Duke of St. Albans. At Watnall, active preparations are being made for sinking by the Messrs. Barber, Walker, and Co., of the Eastwood Collieries. On the well-known Newstead Abbey Estate the coal covering an area of 5000 acres has been sunk, the works being the joint property of the Staveley and Sheepbridge Coal and Iron Companies, the seams including the well-known black shale or Silkstone. New collieries are about to be commenced at once at Hucknall-under-Hutthwaite, whilst in the vicinity of Mansfield upwards of 4000 acres of coal are only awaiting development the short line between the former place and Worksop.

Advancing into South Derbyshire, a great many new pits are being sunk, whilst several extensive collieries are projected in the Erewash Valley, and so take advantage of the new line between Nottingham and Derby. Near to Chesterfield the Staveley Company, with a productive power of upwards of 800,000 tons of coal a year, and with an unworked field of some thousands of acres, is about to sink two new shafts—the Silkstone coal of the company being about the finest in the county. The Alton Colliery, just taken to a company, purporting to extend the workings of the coal, whilst midway between Chesterfield and Sheffield several new collieries to the black shale are being opened out. Near to Sheffield the Industrial Coal and Iron Company is sinking in a new field. In South Yorkshire the Holmes Coal Company, near Messingham, is sinking a new shaft to work a seam of coal at a moderate depth. Near to Wath, in the same direction, Messrs. Sellars and Co. are sinking to the Barnsley coal, having a field of about 1000 acres, and purpose raising 1000 tons a day. In the same district several other collieries are about to be sunk, all of which intend sending to bank, when fully at work, not less than 1000 tons daily. Near Houghton, the coal belonging to Mr. Wright, about 1300 acres, has been secured, and the site for the colliery has been selected. A vast field of coal on the estate of Mr. F. J. Foljambe, M.P., at Grimthorpe and Brierley, is understood to have just been secured, and the coal of the Rev. S. Allott, of South Kirby, has also been taken. The Wombwell Main Company is sinking to a good seam, whilst in the same locality Messrs. Mitchell and Stewart are sinking to the Barnsley bed. At Cutworth, a number of gentlemen connected with some ironworks in North Lincolnshire have secured a large area of coal, and about a couple of miles from there the Messrs. Davy, of Sheffield, are boring a short distance from the Midland Railway, to prove the depth of the measures. In the same locality, at Carlton, bricks are being made preparatory to sinking to the Thick coal on the estate of Lord Wharfedale.

In the Barnsley district the coal is being opened out in all directions, Mr. Lodge, of Bloomhouse Colliery, going down to the Silkstone and other seams, on the estate of Mr. W. S. Stanhope, M.P., and the Silkstone Fall Company has also taken the coal on part of the same property. The Silkstone coal, which underlies the Barnsley coal at an average depth of 350 yards, has not as yet been reached from it; but now three different firms are going from one to the other, the Messrs. Newton, Chambers, and Co. from close to the outcrop, about three miles from Barnsley; the Hoyland and Elsecar Company, from their pit at Hoyland; and the Barrow Steel and Hematite company, at a place called Worsborough, on the estate of Mr. Edmunds. The penetrating to the Silkstone seam will open out a vast and valuable field of coal many miles in extent in South Yorkshire alone. Near to Doncaster, the Rosedale and Ferryhill Company has secured 1500 acres of coal. In the Wakefield district, the coal on the estate of Sir L. Pilkington, Bart., is now being very extensively developed, and the same is the case with regard to the Horbury, Normanton, and Leeds districts. When the works in operation, and about to be opened out, are completed, and in full working order, it is estimated that in the Midland field alone there will be an increase in the production of from 200,000 to 250,000 tons per week. As several other districts are now busily engaged in opening out new collieries, it is evident that there must be a most extraordinary change indeed in the course of two or three years if our output of coal is not very much greater than our requirements, more especially as the high prices have led to the increased development of the vast mineral resources of Russia, Prussia, and other continental countries, whilst America promises to successfully compete with us in many of those markets we have hitherto had almost exclusively to ourselves. Such are some of the results of the great advance made in the price of coal at home and abroad.

The Iron and Coal Trades in Derbyshire and Yorkshire are much as they have been for the last week or two. The former is very active between Dronfield and Chesterfield, and along the Erewash Valley route. The foundries in particular are doing remarkably well, as are the Bessemer and malleable works. There is not such a good demand for house coal as there was a month since, and at several of the collieries,

including those at Clay Cross, there has been a marked falling off in the business doing with the metropolis. With the exception of the rolling-mills, Bessemer works, and malleable establishments, most of the branches of the Sheffield trade are productive. In South Yorkshire the collieries are not so brisk as they have been. Steam coal, however, is in rather better request than it was a month since, and the shipments from Hull and Grimsby have rather increased of late, more particularly in the North of Europe, as the Baltic will most likely be closed after the next voyage is made. Silkstone coal maintains its position in the London market, and there has been no falling off in the tonnage sent there recently. Engine fuel is in good request for Lancashire, and a good business is being done with North Lincolnshire, where the development of the best deposits of ore in that county are being actively pushed forward. In several parts of the district sinking operations are being pushed forward.

Taking advantage of one of the clauses of the Mines Regulation Act, the workmen of the New Oaks Colliery appointed two of their number to examine the mine and report as to its condition. The examination took place on Aug. 14 and the two next days. The following is the report:—

The workmen of the above colliery appointed two of their number to inspect and report on the state of the mine: such inspection commenced on Aug. 14, 1873, and was continued the two following days. The following is the report delivered to their fellow-workmen on the evening of Sept. 4, 1873:—"We, the undersigned, on Aug. 14, commenced an examination of the New Oaks Mine, commencing at the furnace, and travelling the north roads (returns) to the workings; found said returns of a large area, and in our opinion quite adequate to supply us with a plentiful current of pure air. On the same day examined a portion of the north side working bars, found the same well supplied with a current of pure air, and free from gas in gobs. Timber and other appliances for safety in a satisfactory state, and expressed our approval of the same. Aug. 15 examined the remaining portion of the north side workings, also the workings on the south side, and found everything in a satisfactory state, and can recommend to our fellow-workmen our approval of the same. All old works, gobs, &c., free from gas, and sufficient quantity of ventilation. No complaints from any workmen we visited."

REPORT FROM SCOTLAND.

Sept. 10.—The Warrant Market continues in an excited state, with prices exceedingly irregular, principally because an amount of speculative business is being done out of all proportion to the limited stock of iron in store. The price, which touched 125s. 9d. last week, receded until 113s. was accepted on Friday, and the market closed on that day about 116s. On Monday a moderate business was done from 115s. to 117s., closing at 116s. 6d. Yesterday numerous transactions took place during the forenoon from 116s. 6d. to 119s. 6d., but during the afternoon business was done down to 118s., closing at 118s. 6d. To-day the prices ranged from 119s. to 116s. 3d., closing at 116s. 6d. The prices of makers' iron are at present very irregular, but they are decidedly easier since last week, and it is now evident that the late rapid advance was not altogether warranted by the legitimate requirements of the trade.

	No. 1.	No. 3.
G. M. B., at Glasgow (deliverable alongside).....	120s. 0d.	117s. 0d.
Gartsherrie ditto ditto.....	132 6	125 0
Coltness ditto ditto.....	135 0	121 0
Summerlee ditto ditto.....	125 0	122 0
Carnbroe ditto ditto.....	125 0	119 0
Monkland ditto ditto.....	125 0	117 6
Clyde ditto ditto.....	125 0	117 6
Govan, at Broomfield ditto.....	122 6	117 6
Langloan, at Port Dundas ditto.....	127 6	120 0
Calder ditto ditto.....	125 0	122 6
Glenarnock, at Ardrossan ditto.....	125 0	119 0
Edinton ditto ditto.....	122 6	117 6
Dalmellington ditto ditto.....	120 0	117 0
Carron, at Grangemouth, selected, ditto.....	125 0	120 0
Shotts, at Leith ditto.....	127 6	120 0
Kinnell, at Boness ditto.....	125 0	115 0
Bar iron.....	£13 0	115 0
Nail rods.....	—	—

	SHIPMENTS.	Tons
Week ending Sept. 7, 1873.....	15,799	
Week ending Sept. 6, 1872.....	10,829	

Decrease.....	5,170
Total decrease since Dec. 25, 1872.....	206,557
Imports of Middleborough pig iron into Grangemouth:—	
Week ending Sept. 6, 1873.....	Tons 2,190
Week ending Sept. 7, 1872.....	1,300
Increase.....	890
Total increase for 1873.....	8,433

Home hematites are receiving more attention again, not from choice of smelters, but chiefly, we fear, on account of the shutting of the port of Bilbao, both Republicans and Carlists having issued orders for all vessels to leave that port forthwith. Should this order be strictly enforced, we will have to do the best we can with what is at hand.

The anomalous condition of our pig-iron market, as indicated above, shows how much prices are influenced by speculative operations; and while makers manifest great firmness, the same brands can be had generally on easier terms from second hands.

The recent speculative purchasing of finished iron has exhausted itself, and trade wants are being supplied 5s. under the recent advance. This remark applies to all bar-iron, and although the works are rather better off for orders, there are almost no new enquiries. The Clydesdale Iron Company have commenced the use of Ramabottom's reversing apparatus for rolling plates with success. The trial took place in the presence of the leading iron manufacturers and engineers in this district, who expressed themselves satisfied with the work and the ease with which it was accomplished. There is great economy of power, as the steam is only called into operation when in the act of working, and it is found to be possible to pass 25 tons of iron through the mill per shift of 12 hours, the plates when finished being 7½ in. broad, 11-16 in. thick, and 12 to 16 ft. in length.

There is a fair average trade doing in coals for home use and shipment at firm prices, with the tendency upwards. The quantity in depôts is very limited, and the colliers are so managing that the consumption equals the output. In these circumstances coalmasters are not likely to make any reduction, and everything in connection with the trade favours the probability of an advance. During the week the shipments amounted to 39,844 tons, being rather under those (44,906 tons) of last year, by about 5000 tons. There is a want of wagons on the lines of railway running through the coal districts, which is considered an indication of a lull in the demand, and an evidence that the sidings are filled with wagons waiting on being emptied. The miners, with a few exceptions, are at work, "playing" a day now and then for the purpose of "demonstrating" on some subject or another—Union rules, weighing, or some local grievance.

WATSON BROTHERS,

1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON, E.C.

SATURDAY.—Holiday. Stock Exchange closed.

MONDAY.—Very little doing to-day. Dolcoath, Cook's Kitchen, Crehor, Grenville, Tincroft, and New Rosewarne shares chiefly in demand; Emma and Flagstaff weaker. Dolcoath, 52½ to 55; Cook's Kitchen, 17 to 18; Crehor, 3½ to 3¾; Grenville, 5 to 6; Tincroft, 47 to 49; New Rosewarne, 1¼ to 1½; Emma, 3 to 3½; Flagstaff, 4¼ to 4½.

TUESDAY.—Market rather quiet. Grenville, West Tankerville, South Carn Brea, and Crehor shares firm at quotations. Grenville, 5 to 6; West Tankerville, 3¼ to 3½; South Carn Brea, 3¼ to 3½; Crehor, 3¼ to 3½; New Rosewarne, 1 to 1½; Ladywell, 3½ to 3¾; Emma, 3¼ to 3½; Sweetland Creek, 5½ to 5¾.

WEDNESDAY.—Market continues dull and inactive, most of the dealers being busy with the settlement. THURSDAY.—Market moderately active for Crehor, Grenville, West Tankerville, and South Roman Gravels; Pennerley, Cook's Kitchen, and East Lovell weaker. Crehor, 3¼ to 3½; Grenville, 5¼ to 5½; West Tankerville, 3¼ to 3½; South Roman Gravels, 1¼ to 1½; Pennerley, 1¼ to 1½; Cook's Kitchen, 16 to 17; East Lovell, 14 to 15; Van Consoles, 4½ to 4¾; Van, 37 to 39; New Rosewarne, 1¼ to 1½; Roman Gravels, 18 to 19; Chontales, ¼ to ½; Emma, 3¼ to 3½; Richmond, 6½ to 6¾.

FRIDAY.—Settling day—market quiet. South Roman Gravels, Crehor, South Carn Brea, and Grenville shares chiefly in demand. South Roman Gravels, 1¼ to 1½; Crehor, 3¼ to 3½; South Carn Brea, 3¼ to 3½; Grenville, 5 to 5½; New Rosewarne, 1 to 1½; Great Wheel Vor, 3 to 3½; Flagstaff, 4¼ to 4½.

IN THE MATTER OF THE COMPANIES ACTS 1862 AND 1867, AND IN THE MATTER OF THE PACIFIC MINING COMPANY, LIMITED.

THE CREDITORS OF THE ABOVE-NAMED COMPANY are REQUIRED on or before the 1st day of December, 1873, to SEND their NAMES and ADDRESSES and the PARTICULARS of their DEBTS or CLAIMS, and the names and addresses of their solicitors (if any) to Messrs. ALFRED GOOD, CUTHBERT CURTIS, and WILLIAM JOHN LAYTON, the liquidators of the said company, at the offices of Mr. Alfred Good, No. 7, Poultry, in the City of London, personally, or by their solicitors, to COME in and PROVE their said DEBTS or CLAIMS at such time and place as shall be specified in such notice, or, in default thereof they will be EXCLUDED from the BENEFIT of any DISTRIBUTION made before such date as is proved.

FREDK. WM. SNELL, Solicitor for the Liquidators, 1, George-street, Mansion House, London.

Dated this 3rd day of September, 1873.

ISSUE OF £30,000,
(Balance of £120,000).

PERPETUAL FIVE PER CENT. DEBENTURE STOCK OF THE EXTENSION TO THE MIDLAND RAILWAY OF THE SOMERSET AND DORSET RAILWAY COMPANY.

The Directors of the Somerset and Dorset Railway Company are prepared to receive subscriptions for £30,000, being the unpaid balance of the £120,000 of this Debenture Stock, secured upon the Extension to the Midland Railway at Bath, authorised by the Act of Parliament, 34 and 35 Vict., Cap. 205, and the interest is payable out of the gross receipts of that extension, as hereafter mentioned. The whole of the share capital, £300,000 (which is entitled to dividend only after the interest on the debenture stock now offered is fully paid), is subscribed, and the balance of £270,000 is paid up.

The works are in a very forward state, and the line will shortly be opened to public traffic. The existing line, opened and in work, is 60 miles in length, and the extension to Bath is about 20 miles, making a total of 80 miles.

Special advantages are secured to the extension capital by the terms of the Act of Parliament, under which the existing line is charged, not only with the payment of its own working expenses, but also with the working expenses of the extension line, and (together with the extension line) with an annual charge of 12½ per cent.

The gross receipts of the extension line are, therefore, available (subject to the above) for payment, in priority to all other interest or dividend, of the interest at 5 per cent. on the Extension Debenture Stock now offered for subscription, which amounts to 8000l. per annum only, or less than 8d. per mile per week, while the estimated traffic amounts to 3½d. per mile per week.

Applications, accompanied by a deposit of 10d. per cent. on the amount of debenture stock applied for, may be made in the form annexed, and should be forwarded either to the bankers, Messrs. Roberts, Lobbuck and Co., 15, Lombard-street, E.C., London; or to the managing director, at the London offices of the company, 16, Parliament-st., Westminster, S.W. The balance will be payable on allotment.

The debenture stock will be registered in the names of the applicants free of expense.

If no allotment is made, the deposit will be forthwith returned in full. The interest at 5 per cent. commences from the date of payment of the money to the credit of the company, and is payable half yearly in London in the months of April and October.

CHARLES WAKING, Chairman.
ROBERT A. READ, Managing Director.

London Offices, 16, Parliament street, Westminster, S.W., Sept. 12, 1873.

Five Per Cent. Perpetual Debenture Stock of the EXTENSION TO THE MIDLAND RAILWAY AT BATH. FORM OF APPLICATION.

To the Directors of the Somerset and Dorset Railway Company,
16, Parliament-street, Westminster, S.W.

GENTLEMEN,—Having paid to your bankers the sum of £2, being the deposit of £20 per cent. on an application for £20 of the 5 per cent. debenture stock of the Extension to the Midland Railway at Bath, I request you to allot me that amount, and I hereby agree to pay up on allotment the balance due thereon, or on any less sum which may be allotted to me.

Name in full.....
Address.....
Profession (if any).....
Date.....1873 Signature.....

MESSRS. MASON, SONS, AND KNIGHT,

18, NEW BRIDGE STREET, LONDON, E.C.,
MINING AGENTS AND FINANCIERS.

Mining Business of every description transacted.
AUCTION SALES conducted at inclusive charges, any distance from town.

M. R. F. R. B. L. U. E. T. T., 15, COLEMAN STREET, E.C.

Accountancy and Book-keeping in all its branches undertaken. The Minutes and Books of Public Companies kept, either at fixed charges or otherwise. Public companies supplied with forms of registers and other books for office use. Prospectuses and circulars prepared, wrappers addressed, and every class of business connected with the formation of public companies personally conducted and promptly attended to.

MESSRS. BLYTH AND HUTCHINSON, STOCK AND SHARE BROKERS.

5, GEORGE YARD, LOMBARD STREET, LONDON, E.C.,
Every information respecting Railways, British and Foreign Stocks, Mines, &c., will be furnished free by post, or on application in person. Their share Price List daily. Bankers: Alliance Bank.

MESSRS. HARLAND AND CO., STOCK AND SHARE DEALERS, 255 GRESHAM HOUSE, LONDON, E.C.

Transact business in every description of Stocks and Shares at net prices, and free of commission.

Shares recommended for early investment:—Clive Hill Colliery, Donaghadee, St. Lawrence, Roman Gravels, &c.—Speedy advice given as to Foreign Mines.

TYLWYTH SILVER LEAD MINES.—Messrs. Harland and Co. have much satisfaction in directing attention to the progress made by this property. They also early investment. Capital £12,000, in £1 shares. See report in another column.

Monthly Circular and Daily Price List gratis on application.

M. R. R. P. E. R. C. Y. R. O. B. E. R. T. S., FINANCIAL AGENT, 40, ENGLISH STREET, CARLISLE.

MESSRS. GROSVENOR AND CO., SHAREBROKERS, 83, PORTLAND STREET, MANCHESTER.

They have for sale a few shares in each of the most promising Progressive Mines, which they fearlessly assert will shortly return to investors enormous profits on a small outlay and at a nominal risk.

M. R. C. H. A. R. L. E. S. F. C. O. L. L. O. M., MINING ENGINEER, INSPECTOR OF MINES, &c., TAVISTOCK.

MANAGEMENT OF THE SOUTH DEVON FIRE CLAY COMPANY.
Patentee of COLLOM'S PATENT REVOLVING FRAME FOR DRESSING TIN, AMALGAMATING GOLD, &c.

INVESTMENTS IN MINES ARRANGED FOR CAPITALISTS.

M. R. J. S. M. E. R. R. Y., ASSAYER AND ANALYTICAL CHEMIST, SWANSEA.

MESSRS. LISCOMBE AND CO., 39, SOUTH CASTLE STREET, LIVERPOOL.

Reg to inform their CLIENTS and the PUBLIC that they are PREPARED to do BUSINESS in ALL CLASSES of MINING SHARES—English, Foreign, and Colonial—at the closest market prices.

MESSRS. CAMERON AND CO., FINANCIAL AGENTS AND SHARE BROKERS, BRIDGE STREET CHAMBERS, CHESTER.

H. A. R. D. E. N. A. N. D. S. O. N, MINING ENGINEERS AND EXPERTS (Late of England), 430, WALNUT STREET, PHILADELPHIA, U.S.

JOHN PHILLIPS, C.E., MINE SURVEYOR, DRAUGHTSMAN, REPORTER, CONSULTING MINING AND MECHANICAL ENGINEER, PIONEER AND SUPERVISOR OF GENERAL MINING OPERATIONS, PRACTICAL GEOLOGIST, and MINERAL EXPLORER FOR STAPLE MINING INVESTMENT.

He surveys for irrigation and drainage of runs and estates, water storage, roads, &c., in any part of the colony. He is open to engage in tin streaming, tin mining, burning, smelting, refining, melting, and tin assaying, with all their details of equipment. His Tin Ready Reckoner is unexcelled in facilitating transactions with the tin miners and dealers. The tin sluicing arrangement, as used by his father, is unequalled by anything yet seen by him in these colonies. As hydraulic engineer Mr. PHILLIPS engages in the application of water wheels, water power, water rams, water turbines, wind and the wheels for raising water, or other work.

As he is often from home, orders addressed to Mr. JOHN PHILLIPS, C.E., Sandford House, Globe road, Sydney, will receive due attention.

LEAD ORES.

Date. Mines. Tons. Price per ton. Purchasers.

Sept. 5—Cefn Brynno.....20.....£14 8 0.....Panther Lead Company.

9—Great Laxey.....50.....23 0 6.....Weston, Son, & Co.

11—Talargoch.....40.....13 7 6.....Walker, Parker, & Co.

—ditto.....60.....15 2 6.....ditto

—Denbighshire Consols.....8.....12 11 6.....ditto

—ditto.....2.....10 5 0.....ditto

—North Hendre.....74.....14 12 6.....ditto

—ditto.....6.....15 1 6.....Adam Eytton.

—Prince Patrick.....25.....14 10 6.....Walker, Parker, & Co.

—St. Lawrence.....5.....12 11 0.....ditto

12—Tankerville.....75.....16 5 0.....Pontesford Company.

BLACK TIN.

Date. Mines. Tons c. q. lb. Price p. ton. Amount. Purchasers.

Aug. 29—Clityne.....1 0 25.....£79 10 0.....£77 7 0—New Bunting

3—Blue Hill.....5 19 3 21.....427 15 5—Danaid.

—Pala-an-drea.....7 19 0 0.....74 10 0.....592 9 6—

5—New Pembroke.....13 11 0 11.....75 10 0.....1023 7 10—

—Leeds & St. Aub. 4 19 1 5.....71 10 0.....3 32 10 0—

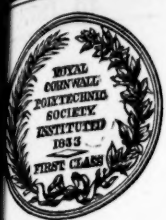
6—Rosewall Hill & Ransom Utd. 8 13 0 18.....73 10 0.....626 7 3—

10—Great Wh. Vor. 20 18 1 5.....1531 12 3—

—Wheel Coates.....2 14 0 9.....77 0 0.....208 4 2—Tamar Co.

STOURBRIDGE FIRE BRICKS AND CLAY.

THE IRON AND COAL TRADES' REVIEW is extensively circulated amongst the Iron Producers, Manufacturers, and Consumers, Coalowners, &c., in all the Iron and Coal districts. It is, therefore, one of the leading organs for advertising every description of Iron Manufactures, Machinery, New Inventions, and all matters relating to the Iron, Coal, Hardware, Engineering, and Metal Trades in general. Offices of the Review: Middlesbrough-on-Tees (Royal Exchange); London and 19 Red Lion square, Fleet street; Newcastle-on-Tyne (No. 40, Grey street).



T. A. WARRINGTON,

CO-PATENTEE OF "THE POWER-JUMPER."
SOLE AND EXCLUSIVE AGENT FOR
THE "KAINOTOMON" ROCK DRILL,

FOR SIMPLICITY, ECONOMY, AND EFFICIENCY UNEQUALLED; AND

ANDRE'S PATENT HYDRAULIC MINING PUMP,

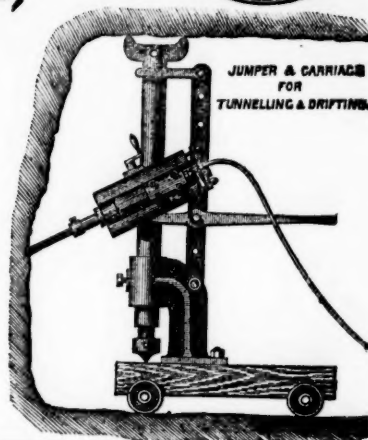
Both these Machines were awarded the FIRST-CLASS MEDAL at the Royal Cornwall Society's Exhibition, 1873.

ENGINEER, AND CONTRACTOR FOR

MINING MACHINERY OF EVERY DESCRIPTION.

Rock Drills, Coal Cutters, Air Compressors, Winding and Pumping Machinery, Steam Boilers, Stone Breakers, Quartz Crushers, Stamps, &c.

30, KING STREET, CHEAPSIDE, LONDON, E.C.



"MEDAL OF PROGRESS"

(HIGHEST AWARD FOR STEAM PUMPS)

HAS BEEN GRANTED

FOR THE

"UNIVERSAL" STEAM PUMP,

BY THE

COMMISSIONERS OF THE
VIENNA EXHIBITION
FOR 1873.

SOLE MAKERS—

HAYWARD TYLER AND CO.,

84 AND 85, WHITECROSS STREET, LONDON, E.C.

ILLUSTRATED PRICED CATALOGUES ON APPLICATION.

DYNAMITE.

THE BRITISH DYNAMITE COMPANY

(LIMITED),

Having erected extensive works at ARDEER, AYRSHIRE, near GLASGOW, with all Mr. NOBEL'S RECENT IMPROVEMENTS for the MANUFACTURE of DYNAMITE, are prepared to EXECUTE ORDERS, to any extent, for HOME CONSUMPTION and for EXPORT.—All communications to be addressed to the Head Offices of the Company,—

7, ROYAL BANK PLACE, GLASGOW.

JOHN DOWNIE, MANAGER AND SECRETARY.

ARTESIAN BORINGS,

For WATER SUPPLY to TOWNS, LAND IRRIGATION, and MINERAL EXPLORATIONS may be executed of any diameter, from 6 in. to 36 in., and to any depth to 2000 ft., by the

PATENT STEAM EARTH-BORING MACHINE OF
MATHER AND PLATT,

MAKERS OF LARGE PUMPS AND PUMPING ENGINES,

Improved Valves and Taps for Water, Steam, Gas, &c. Pistons and Air-pump Buckets fitted with Patent Elastic Metallic Packing, Of which 6967 have been made to March, 1873.

ENGINEERS and MACHINE MAKERS to CALICO PRINTERS, BLEACHERS, DYERS, and FINISHERS.

SALFORD IRONWORKS, MANCHESTER.

PRICES AND PARTICULARS ON APPLICATION.

ISAAC DIXON,

HATTON GARDEN, LIVERPOOL,

MANUFACTURER OF
CORRUGATED CURVED SELF-SUPPORTING IRON ROOFS,

Galvanised or painted (the most economical form of roof up to 45 ft. span); also

WROUGHT-IRON FRAMED ROOFS,

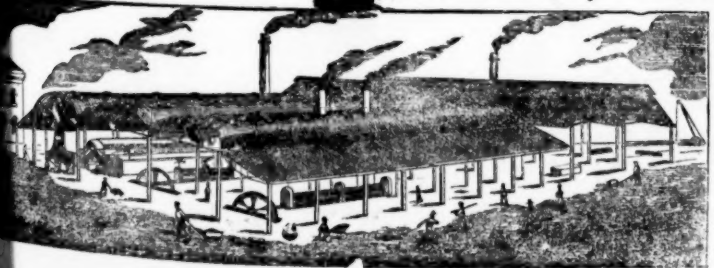
Of every description, suitable for wide spans.

These roofs are specially adapted for Forges, Rolling Mills, and general Roofing for Ironworks, Shipbuilding Yards, Mines, Collieries, Railways, &c.

For Roofs with Timber Framing, I. D.'s Galvanised or Painted Corrugated Slates or Sheets form a durable and cheap covering, costing only about the same, when fixed complete, as Felt and Boards.

Iron Cottages, Stores, Offices, and Buildings of any size or design. Wrought-iron Tanks.

DRAWINGS AND ESTIMATES ON APPLICATION.

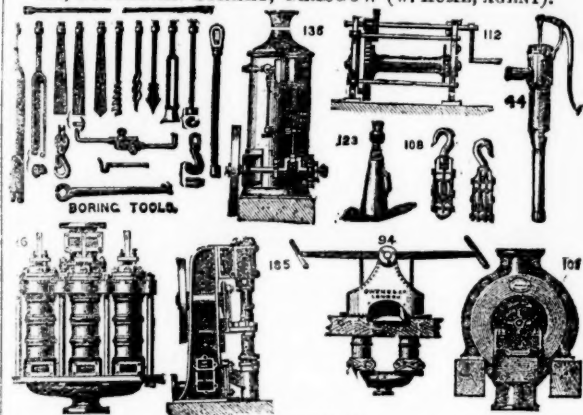


S. OWENS AND CO.,

Hydraulic and General Engineers,

WHITEFRIARS STREET, FLEET STREET, LONDON

AND AT
195, BUCHANAN STREET, GLASGOW (W. HUME, AGENT).



BORING TOOLS, for testing ground for Minerals. Bridge foundations, Artesian Wells, &c., to any depth.

No. 26.—Treble Barrel and other Deep Well Pumps.

No. 136.—Vertical and other Portable Steam Engines.

No. 185.—Horizontal and Vertical Steam Pumping Engines.

No. 112.—Single and Double-purchase Crab Winches.

No. 108.—Pulley Blocks of all sizes.

No. 123.—Bottle and other Lifting Jacks.

No. 94.—Double-barrel Pumps, for Mine or Quarry use.

No. 44.—Portable Wrought-iron Pumps, ditto ditto.

No. 102.—Bernay's Patent Centrifugal Pumps, of all sizes.

ALSO EVERY OTHER DESCRIPTION OF
HYDRAULIC AND GENERAL MACHINERY,

COMPRISING

TURBINES, WATER WHEELS, WIND ENGINES,

THE HYDRAULIC RAM, FIRE ENGINES, &c.

Catalogues and Estimates on application.

M'TEAR AND CO.'S CIRCULAR

ROOFING FELT,

FOR

GREAT ECONOMY

AND

CLEAR WIDE SPACE.

For particulars, estimates, and plans, address,—

M'TEAR & CO.,

0, BUDGE ROW, CANNON

STREET, LONDON;

54, PORTLAND STREET,

MANCHESTER;

OR

CORPORATION STREET,

BELFAST.



The above drawing shows the construction of this cheap and handsome roof, now much used for covering factories, stores, sheds farm buildings, &c., the principal of which are double bow and string girders of best pine timber, sheathed with 1/4 in. boards, supported on the girders by purlins running longitudinally, the whole being covered with patent water-proof roofing felt. These roofs so combine lightness with strength that they can be constructed up to 100 ft. span without centre supports, thus not only affording a clear wide space, but effecting a great saving both in the cost of roof and uprights.

They can be made with or without top-lights, ventilators, &c. Felt roofs of any description executed in accordance with plans. Prices for plain roofs from 30s. 6d. 60s. per square, according to span, size, and situation.

Manufacturers of PATENT FELTED SHEATHING, for covering ships' bottoms under copper or zinc.

INODOROUS FELT for lining damp walls and under floor cloths.

DRY HAIR FELT, for deadening sound and for covering steam pipes, thereby saving 25 per cent. in fuel by preventing the radiation of heat.

PATENT ASPHALTE ROOFING FELT, price 1d. per square foot.

Wholesale buyers and exporters allowed liberal discounts.

PATENT ROOFING VARNISH, in boxes from 3 gallons to any quantity required 5d. per gallon.

LOSS OF LIFE OR LIMB,

WITH THE CONSEQUENT

LOSS OF TIME AND MONEY,

CAUSED BY

ACCIDENTS OF ALL KINDS,

PROVIDED FOR BY A POLICY OF THE

RAILWAY PASSENGERS' ASSURANCE COMPANY.

An annual payment of £3 to £5 5s. insures £1000 at death, or an allowance at the rate of £6 per week for injury.

£725,000 have been paid as compensation—

One out of every twelve Annual Policy Holders becoming a claimant each year.

For particulars, apply to the Clerks at the Railway Stations, to the Local Agents or at the Offices,—

64, CORNHILL, and 10, REGENT STREET, LONDON.

WILLIAM J. VIAN, Secretary

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
1500	Alderley Edge, c, Cheshire*	10 0 0	—	—	11 11 8	0 5 0	Apr. 1873
20000	All-y-Crib, c, Talybont	2 0 0	—	—	0 0 0	0 0 0	Feb. 1873
20000	Bampfylde, c, t, m, Devon*	2 0 0	5 1/2	5 1/2	0 2 0	0 2 0	June 1873
5000	Blaen Caealan, c, t, Cardigan* (24 sh.)	3 10 0	—	—	0 10 0	—	—
15000	Loamswell Downs, c, c, St. Just*	3 0 0	—	—	0 5 0	0 5 0	Oct. 1871
200	Botallack, c, c, St. Just*	101 5 0	90	90 100	619 18 0	3 0 0	Aug. 1872
5000	Brookwood, c, c, Buckfastleigh	1 16 0	—	—	110 0 0	2 0 0	Jan. 1872
3348	Cargill, s, t, Newlyn	4 15 11	1 1/2	1 1/2	4 18 3	0 12 6	Oct. 1872
4000	Cashwell, c, t, Cumberland*	2 10 0	—	—	2 8 0	0 4 0	Mar. 1873
7500	Castle-an-Dinas, c, t, St. Columb*	2 0 0	—	—	1 4 0	0 4 0	Aug. 1872
6000	Carn Brea, c, t, Illogan	35 0 0	100	90 100	10 0 0	2 0 0	July 1873
6000	Cath. & Jane, c, t, Penrhyn-dinorath	5 0 0	—	—	306 0 0	2 0 0	July 1873
2450	Cook's Kitchen, c, t, Illogan	19 14 9	18	15 1/2	11 17 0	0 7 6	Jan. 1873
10240	Devon Cot. Consols, c, Tavistock*	0 12 0	—	—	116 10 0	0 12 0	May 1872
4296	Dolcoath, c, c, Camborne	10 14 10	55	51 53	103 1 8	0 15 0	Aug. 1873
10000	East Baleswidden, c, t, Saneed*	1 0 0	2	1 1/2	0 2 1	0 0 5	Aug. 1873
6144	East Caradon, c, St. Cleer*	2 14 6	1 1/2	1 1/2	14 19 0	0 2 0	Oct. 1872
380	East Darren, c, t, Cardigan	32 0 0	—	—	213 10 0	1 0 0	Apr. 1873
6400	East Pool, c, t, St. Austell	0 9 9	7	7 8	13 11 3	0 2 6	May 1873
5000	Exmouth, c, t, Christow	0 7 6	—	—	0 1 0	0 1 0	May 1873
2800	Foxdale, c, t, Isle of Man*	25 0 0	—	—	80 15 0	0 10 0	Sept. 1872
3950	Gawton, c, Tavistock	3 10 6	1 1/2	1 1/2	0 13 0	0 5 0	May 1872
40000	Glasgow Carr, c, t, (30,000 £1 p., 10,000 15s. p.)	15 0 0	1 1/2	1 1/2	0 3 10	0 3 0	Jan. 1873
15000	Great Laxey, c, t, Isle of Man*	4 0 0	15 1/2	14 1/2	16 1 0	0 10 0	June 1873
25000	Great West Van, c, t, Cardigan*	2 0 0	—	—	0 1 0	0 1 0	Sept. 1872
5008	Great Wheal Vor, c, t, Helston	40 0 0	—	—	15 19 6	0 2 0	June 1872
6894	Green Heath, c, t, Durham	0 8 0	—	—	1 0 0	0 4 0	Aug. 1873
10000	Herroft, c, t, Farnley	5 10 0	—	—	62 5 0	0 15 0	Oct. 1872
25000	Hingston Down, c, t, Calstock* (21 sh.)	—	1 1/2	3 3/4	4 3 0	0 5 0	Dec. 1872
6000	Killalee, c, t, Tipperary	1 0 0	—	—	0 3 11 1/2	0 6 8	Mar. 1873
6000	Killifreth, c, t, Chacewater	1 0 0	—	—	0 2 0	0 2 0	Mar. 1873
4000	Lisburne, c, t, Cardigan	18 15 0	—	—	558 10 0	1 0 0	Mar. 1873
9120	Lovell, c, t, Wendron	4 0 0	—	—	0 16 0	0 4 0	Aug. 1873
5000	Minera Mining Co., c, t, Wrexham*	5 0 0	35	32 1/2	63 1 8	0 8 0	Aug. 1872
20000	Mining Co. of Ireland, c, t, c, t*	7 0 0	—	—	0 17 0	0 4 0	July 1872
6400	New Pembroke, c, t, Far Station	6 0 0	2 1/2	2 1/2	0 7 6	0 2 6	June 1873
12000	North Hendre, c, t, Redruth	3 2 0	—	—	0 5 0	0 5 0	Nov. 1871
5000	Penrhyn, c, t, St. Agnes	3 0 0	2 1/2	2 1/2	2 18 6	0 3 0	May 1873
6000	Penrhyn, c, t, Linkinhorne	4 3 4	—	—	39 19 0	0 4 0	Nov. 1872
1772	Polberro, c, t, St. Agnes	15 0 0	—	—	1 12 6	0 5 0	Mar. 1872
18000	Prince Patrick, c, t, Holywell	1 0 0	—	—	0 3 0	0 2 0	June 1873
1120	Providence, c, t, Uny Lelant*	12 6 7	9	8 9	104 12 6	0 10 0	Sept. 1872
12000	Roman Gravel, c, t, Salop*	7 10 0	19 1/2	18 19	2 8 0	0 1 0	Feb. 1872
10000	Shelton, c, t, St. Austell	1 0 0	—	—	0 1 1	0 1 1	Sept. 1872
5000	Slimeford Dressing, c, t, Calstock*	1 0 0	—	—	709 0 0	2 10 0	Aug. 1872
512	South Canada, c, t, Illogan	1 5 0	105	85 100	0 10 0	0 2 6	July 1872
6000	South Carn Brea, c, t, Cardigan*	1 17 6	—	—	1 1 6	0 1 6	Nov. 1870
6000	South Darren, c, t, Cardigan*	3 6 6	—	—	17 5 0	0 10 0	June 1872
242	Spearhead, c, t, St. Just*	38 17 9	—	—	0 9 0	0 4 0	Nov. 1872
940	St. Ives Consols, c, t, St. Ives	10 15 0	10 1/2	9 1/2	0 9 0	0 4 0	Nov. 1872
8771	St. Just Amalgamated, c, t*	3 10 0	—	—	0 3 0	0 1 6	Oct. 1872
12000	Tankerville, c, t, Salop*	6 0 0	12 1/2	11 1/2	45 3 6	1 0 0	July 1873
20000	Terras, c, t, St. Austell	1 0 0	—	—	9 11 0	0 10 0	Nov. 1872
4000	Trumpton Consols, c, t, Helston	5 15 0	7	5 7	10 7 0	0 16 0	June 1873
15000	Van, c, t, Llanidloes*	4 5 0	—	—	52 10 0	0 5 0	June 1873
3900	W. Chiverton, c, t, Perranzabuloe	10 0 0	8	6 1/2	3 12 6	0 5 0	Oct. 1872
2048	West Wheal Frances, c, t, Illogan	27 3 9	10	9 10	638 10 0	1 10 0	Aug. 1872
512	Wheal Bassett, c, t, Illogan	5 2 6	40	32 1/2	0 6 0	0 2 6	Sept. 1872
5178	Wheal Grenville, c, t, Camborne*	7 14 6	6	5 5 1/2	10 15 6	0 7 6	Aug. 1872
4295	Wheal Killy, c, t, St. Agnes	5 4 6	12	11 1/2	52 3 0	0 10 0	May 1872
896	Wheal Margaret, c, t, Uny Lelant*	13 17 1	—	—	0 1 0	0 1 0	Jan. 1873
16000	Wheal Mary, c, t, Menheniot*	5 0 0	—	—	74 5 6	0 2 6	June 1872
1024	Wheal Mary Ann, c, t, Menheniot*	5 0 0	—	—	52 10 0	4 0 0	Aug. 1872
40	Wheal Owles, c, t, St. Just*	70 0 0	—	—	0 2 0	0 1 0	Jan. 1873
12000	Wheal Russell, c, t, Tavistock	1 0 0	—	—	255 15 8	1 0 0	June 1873
1356	Wheal Seton, c, t, Camborne	73 0 0	40	35 40	0 1 0	0 1 0	Jan. 1873
15000	Wheal Tregoes, c, t, Roche	1 0 0	1 1/2	1 1/2	0 1 8	0 6 8	May 1873
10000	Wheal Whisper, c, t, Warleggan*	1 0 0	—	—	52 9 0	0 2 6	Mar. 1872
25000	Wicklow, c, t, t, Wicklow	2 10 0	—	—	—	—	—

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
25000	Alamillos, c, Spain*	2 0 0	2 1/2	2 1/2	1 1 0	0 2 6	Mar. 1873
30000	Aimada and Tinto Consol., c, t*	1 0 0	—	—	0 4 3	0 1 0	May 1873
20000	Australian, c, t, South Australia*	7 7 6	—	—	0 11 6	0 2 0	July 1873
10000	Battle Mountain, c, t, (2400 part pd.)	5 0 0	—	—	0 10 0	0 10 0	Nov. 1872
15000	Birdseye Creek, c, t, California*	4 0 0	2 1/2	2 1/2	0 9 0	0 2 0	July 1873
6000	Burgess, c, t, Germany*	10 0 0	—	—	0 9 0	0 10 0	Oct. 1872
12320	Burra Burra, c, t, So. Australia*	7 0 0	25 1/2	25 1/2	13 15 0	1 0 0	Sept. 1873
20000	Cape Copper Mining, c, t, So. Africa*	5 0 0	—	—	0 5 0	0 2 6	June 1873
40000	Cedar Creek, c, t, California*	5 0 0	—	—	0 6 0	0 1 0	July 1869
30000	Central American Association, c, t*	0 15 0	—	—	0 16 0	0 2 0	Sept. 1873
1500	Chicago, c, t, Utah*	7 0 0	7 1/2	7 1/2	0 8 0	0 4 0	Oct. 1871
21000	Colorado Terrible, c, t, Colorado*	5 0 0	3 1/2	3 1/2	2 5 0	0 2 0	Mar. 1872
7612	Don Pedro North of the Bay*	0 14 0	—	—	1 0 0	0 1 0	July 1871
28500	Eldorado and Aurora, c, t, Nevada*	10 0 0	—	—	2 12 0	0 6 0	Dec. 1872
2352	Eldorado, c, t, Nova Scotia*	20 0 0	—	—	2 7 3	0 2 6	Mar. 1873
5000	Emma, c, t, Utah (25,000 fully pd.)	2 0 0	—	—	0 3 0	0 3 0	April 1873
70000	English and Australian, c, t, S. Aust.	2 0 0	—	—	4 2 0	0 5 0	May 1873
15000	Eschsch, c, t, California*	10 0 0	—	—	3 14 4	0 5 0	May 1873
50000	Flagstaff, c, t, Utah*	10 0 0	—	—	0 2 4	0 4 0	Oct. 1872
25000	Fortuna, c, t, Spain*	2 0 0	—	—	0 2 4	0 6 8	July 1873
30000	Gold Run, c, t, Australia*	1 0 0	—	—	0 14 0	0 2 0	July 1873
40000	Kapunda Mining Co. Australia*	1 3 0	—	—	14 0 10	1 6 8	Mar. 1872
20000	Last Chance, c, t, Utah*	5 0 0	—	—	0 5 0	0 5 0	Dec. 1872
15000	Llanidloes, c, t, Spain*	3 0 0	—	—	0 5 0	0 5 0	Dec. 1872
7837	Llanidloes, c, t, Spain* (25 shares)	3 0 0	—	—	0 5 0	0 5 0	Dec. 1872
15000	Mammoth Copper, c, t, Utah, c, t	10 0 0	—	—	0 4 0	0 4 0	June 1873
5000	Mountain View, c, t, Utah*	10 0 0	—	—	0 6 0	0 3 0	July 1873
18000	Prussian Mining & Ironworks, c, t*	30 0 0	—	—	13 13 11	0 19 6	June 1873
15000	Pontgibaud, c, t, France*	20 0 0	21	19 21	1 8 0	0 1 0	Jan. 1872
10000	Port Phillip, c, t, Clunes*	1 0 0	—	—	0 4 0	0 4 0	April 1872
44000	Richmond Consols, c, t, Nevada*	5 0 0	—	—	8 per cent.	—	May 1873
120000	Richmond Australian Mining Co., t*	1 0 0	—	—	1 4 0	0 2 0	July 1873
112500	Sierra Butte, c, t, California*	2 0 0	—	—	2 3 0	0 5 0	Sept. 1871
60000	South Aurora, c, t, Nevada*	5 0 0	—	—	0 5 0	0 5 0	Dec. 1872
15000	Sweetwater Creek, c, t, California*	4 0 0	—	—	28 10 0	6 0 0	Nov. 1872
20000	Tolima, c, t, (2000 sh. are £1 p.)	2 0 0	—	—	—	—	—
600	Westphalian, c, t, c, Prussia*	20 0 0	—	—	—	—	—

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Coll.
50000	Anglo-Argentine, g, s, ** (15 per cent. Preference)	1 0 0	—	3/4 3/4 3/4	Fully pd.
25000	Anglo-Australian, g, Victoria*	2 10 0	—	—	Sept. 1872
50000	Aruba, g, Dutch, g, West Indies*	10 0 0	—	—	Fully pd.
20000	Australian United, g, Victoria*	2 10 0	—	3/4 3/4 3/4	Fully pd.
30000	Bellavista, s, Peru* (210 shares)	0 15 0	—	—	June 1873
50000	Braganza, g, Brazil**	0 15 0	—	—	Oct. 1870
12000	Camp Flood, s, Utah*	10 0 0	—	—	Fully pd.
35000	Cesena Sulphur Company, Romanga, Italy*	10 0 0	—	—	Fully pd.
50152	Chontales, g, s, Nicaragua* (and 12,542 of £1 15s.)	2 0 0	—	3/4 3/4 3/4	Fully pd.
6000	Clifton, s, Colorado*	5 0 0	—	—	Fully pd.
10000	Crescent, g, Plumas County, California*	10 0 0	—	—	Fully pd.
100000	Cuiaba, g, Minas Geraes, Brazil*	10 17 6	—	—	June 1872
10000	Douglas, s, Georgetown, Col.	8 0 0	—	—	Fully pd.
7500	East Sheboygan Preference* (40,000 ordinary shares)	2 0 0	—	—	Fully pd.
35000	Excelsior Hydraulic Gold Washing Co., California*	6 0 0	—	—	Dec. 1871
40000	Eschschuer, g, s, California*	1 0 0	—	—	Fully pd.
55000	Frontino and Bolivia, g, New Granada**	2 0 0	—	3/4 3/4 3/4	Fully pd.
50000	General Brazilian, g*	1 0 0	—	—	Fully pd.
10000	Goetzl Tunnel Co., Georgetown, Col.	7 0 0	—	—	Fully pd.
40000	Holcombe Valley, g, California*	1 0 0	—	—	July 1873
10000	Hudson, g, California*	3 0 0	—	—	April 1873
24000	Hustler's Comet, g, Australia*	1 0 0	—	—	Fully pd.
20000	Imperial Brazilian Collieries, Brazil*	5 0 0	—	—	Fully pd.
20000	I. X. L., g, s, California*	2 0 0	—	—	Fully pd.
40000	Javali, g, Nicaragua*	5 0 0	—	—	Fully pd.
11000	Kansas, g, Colorado*	5 0 0	—	—	Fully pd.
12000	Lanestosa, s, s, Viscaya, Spain (£2 shares)	1 7 6	—	—	Aug. 1873
15000	London and California, g*	2 0 0	—	—	Fully pd.
75000	Malabar, g, Colombia* (55000 issued)	0 12 6	—	—	May 1873
4000	Malaga, l, Spain*	10 0 0	—	—	Fully pd.
30000	Malpaso, g, Colombia*	1 0 0	—	1 3/4 3/4 3/4	Fully pd.
12000	Menzenberg, c, Honfey, Germany*	5 0 0	—	—	Fully pd.
14000	Montague & Waverley Gold Quartz Crushing Co., s, N. Scot.	2 0 0	—	—	Allotment
6000	Monte Loretto, g, s, Italy*	5 0 0	—	—	Fully pd.
51000	New Granada, s, Venezuela*	5 0 0	—	3 3/4 3 3/4 3 3/4	Fully pd.
25000	New Rosario, s, Mexico*	1 0 0	—	3/4 3/4 3/4	Fully pd.
20000	New Zealand Kapanga, g, Coromandel*	5 0 0	—	—	Allotment
15000	New Zealand, s, l	10 0 0	—	—	Fully pd.
20000	North American, g*	4 0 0	—	—	Fully pd.
15000	Pacific, g, s, Nevada (and reduced)*	7 0 0	—	3/4 3/4 3/4	Fully pd.
50000	Panalello, s, Chili*	4 0 0	—	3 3/4 3 3/4 3 3/4	Fully pd.
80000	Pastorena United, g, Italy**	3 0 0	—	3/4 3/4 3/4	Fully pd.
50000	Rica, g, Colombia* (40000 issued)	1 0 0	—	3/4 3/4 3/4	Fully pd.
200000	Rio Tinto, s, g, Huelva, Spain	3 10 0	—	2 3/4 2 3/4 2 3/4	Aug. 1873
100000	Rosca Grande, g, Brazil* (200 shares)	3 10 0	—	—	July 1872
32000	Ruby Consolidated, g, Nevada*	10 0 0	—	—	Fully pd.
20000	Russia, s, Orenburg and Uta*	10 0 0	—	4 3/4 2 3/4 3	Fully pd.
25000	San Pedro, s, Chili*	2 0 0	—	3 3/4 2 3/4 3 3/4	Fully pd.
20000	Santa Barbara, g, Brazil	0 7 6	—	—	Mar. 1872
15000	Saturn, s, Utah*	5 0 0	—	—	Fully pd.
10000	Silver Plume, s, Colorado*	1 0 0	—	—	Fully pd.
37500	Snowdrift, s, Colorado*	2 0 0	—	—	Fully pd.
2200	St. John del Rey, Brazil**	100 0 0	—	100 155 100	Fully pd.
25000	Star of Nevada, s* (12000 issued)	10 0 0	—	3 2 3/4 2 3/4	Fully pd.
30000	Tecoma, s, Utah*	1 0 0	—	3/4 3/4 3/4	Fully pd.
20000	Thornhill Red, g, Australia*	29 7 8	—	3 3/4 2 3/4 2	May 1868
5000	United Mexican States, Mexico**	4 0 0	—	1 3/4 1 3/4 2	Fully pd.
14000	Uta, g, s, Utah* (£5 sh.)	1 0 0	—	3/4 3/4 3/4	Fully pd.
75000	Yorba Peninsula, s, South Australia	3 0 0	—	—	Fully pd.
4000	Yukananantana, s, South Australia**	3 0 0	—	—	Fully pd.